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Interview: Rodney Jesse - The Virgin Islands - The Mellow Cat

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SkateBoarder

VOLUME 4, NUMBER 10 MAY 1978

ON THE COVER: A high-speed action study. Tom Inouye, escaping safely to higher ground during the California Deluge. Another recently completed "Rad Ramp," still in the Firestone Welding plant, provides refuge from a storm and an excellent action-filled Friday night.
Photo: Warren Bolster

CONTENTS: An Alva action portrait. Stylin' it with characteristic abandon and flair at Gonzalez's Pool.
Photo: Jim Goodrich

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Photo—Jeff Ruiz

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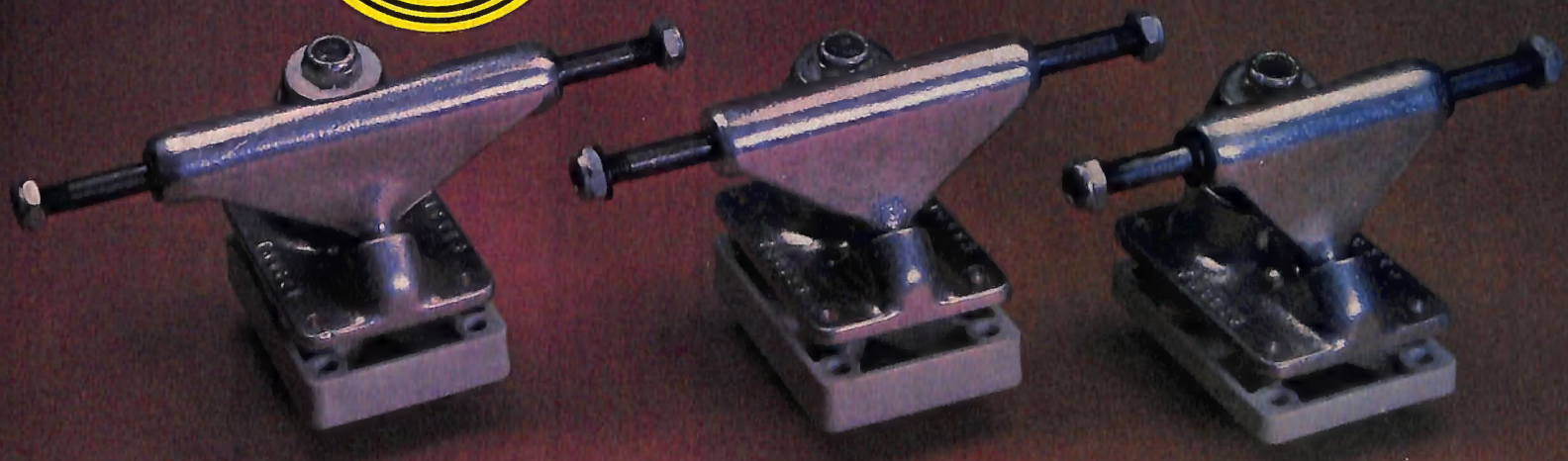

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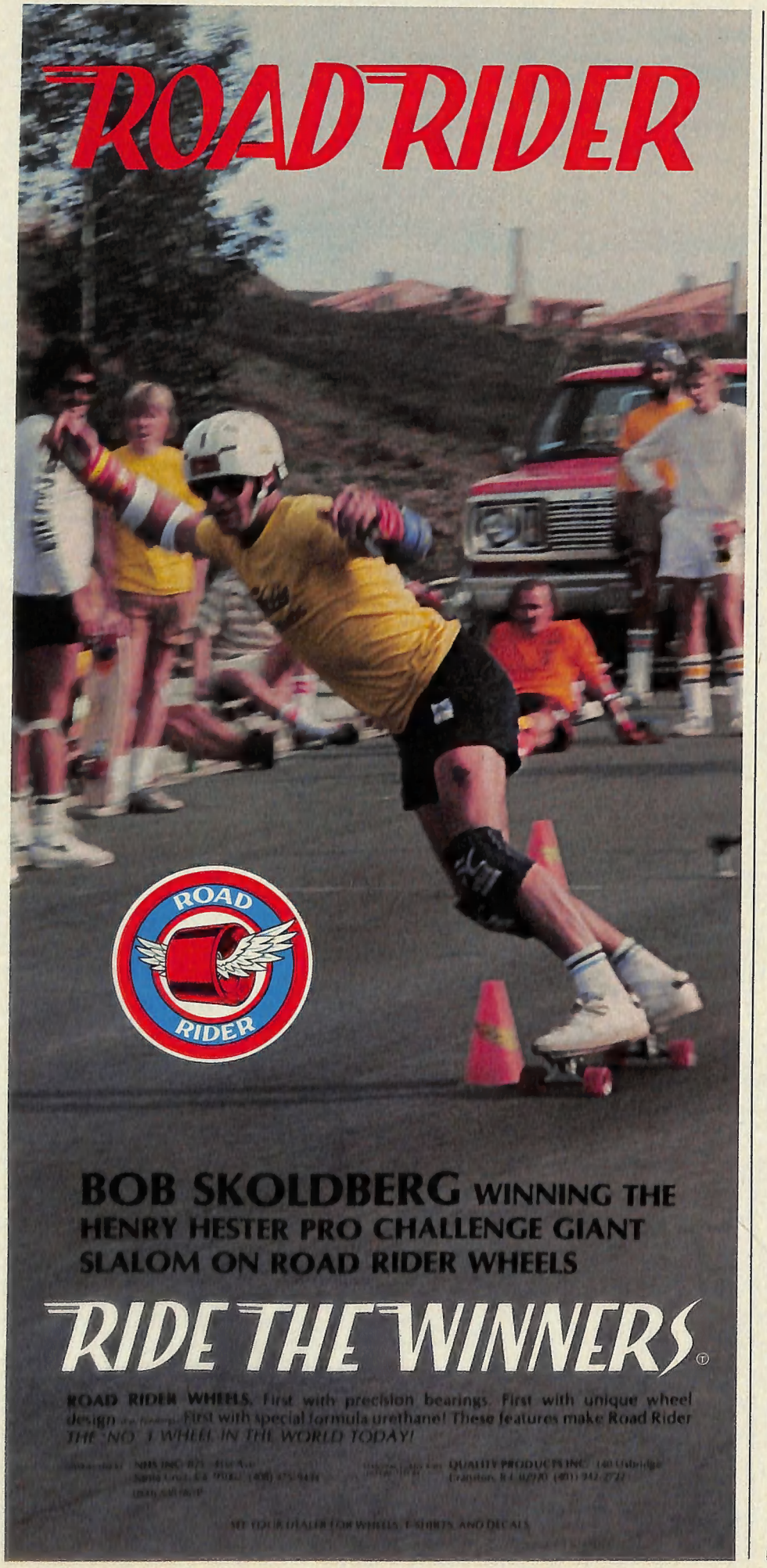

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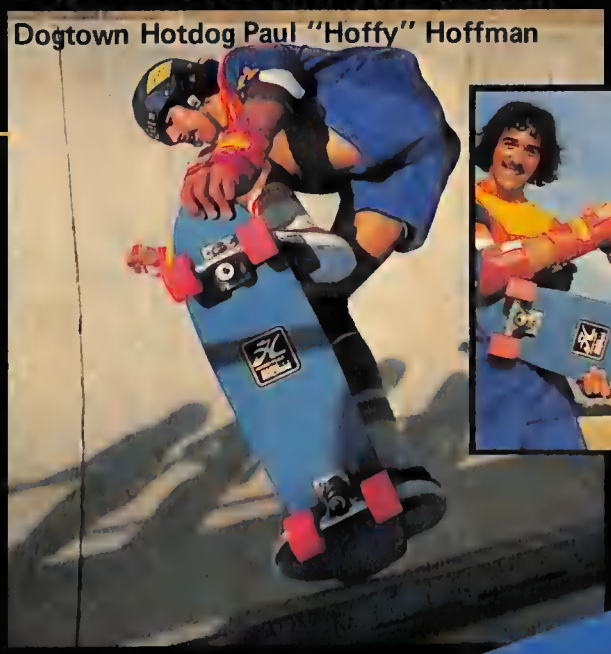
Dogtown Hotdog Paul "Hoffy" Hoffman

"Down South" Stylist Steve Shipp

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- Six plys of 1/16" rock-hard maple with a bottom layer of 1/32" **BO-TUFF®**.
- 28" and 30" long, 7⅞" wide with a beefy kicktail
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- Featured with all new Magnum™ alloy Bennett Vector™ trucks and XX wheels.

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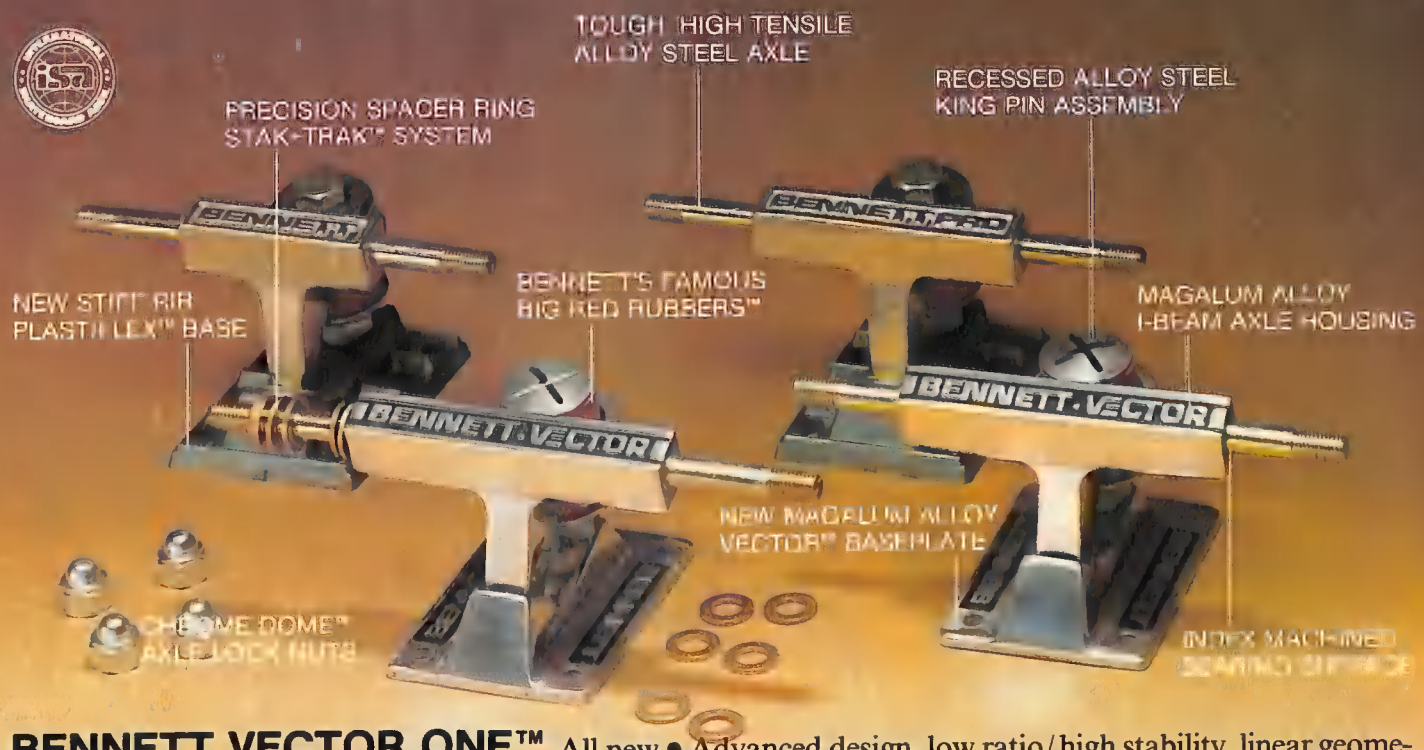

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Skate Post

DEAR EDITOR DEPT.
I think your SKATEBOARDER Magazine is fantastic! It *sure* does beat those other skateboard magazines.
SKATEBOARDER Fan, Chris Neal, Little Rock, AR
"What other magazines?"—Ed.

GOOD BETS, BAD BETS, NO BETS
Would you please answer two questions? 1. Do you get a lot of letters from people betting on things? 2. Do you print all letters that involve bets? Please print this letter because there's a $50 (yes, *fifty*) dollar bet on this.
Scott Swanson, Indianapolis, IN
"Yes, we receive several letters involving wagers each issue (this month's betting inquiries included Mark Steinke of Huntington Beach, CA; Paul Renner of Upperco, MD; Phil Silver of Morgan Hill, CA; T. and the Boys from Loma Linda, CA; Puff from Houston, TX; Paul Wright from Ontario, Canada; and Bowzer from Marvista, CA.) And, No, we don't generally deal with bets."—Ed.

Don't you think by now you've sold enough issues to stop mentioning on every page the San Diego/Dogtown controversy? C'mon now! Don't you know some of us readers don't give a damn? Sure, wherever you skate the individual skater thinks he's hot. Great. Let 'em. But we don't want to read about the ego trips anymore.
Wilbert Dunkley, La Cidar, ID
"The letters which appear in SkatePost are merely representative of the input we get from our readership. We will continue to print letters on any subject which is of

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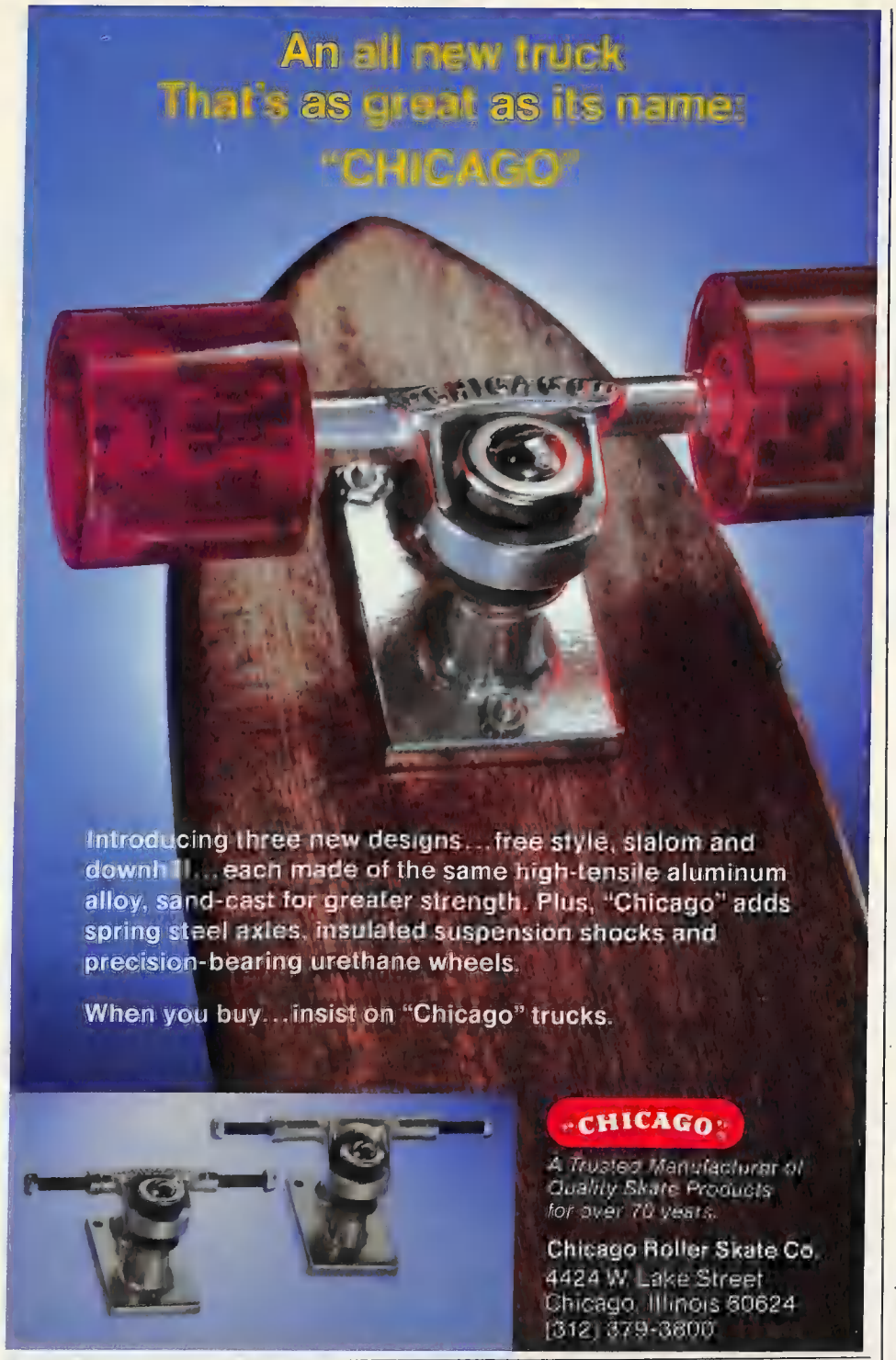

interest to a significant number of our readers, just as we printed yours."—Ed.

WE DON'T

I discovered in the Who's Hot column that Dave Hackett is originally from Wilmington, Delaware. I also live in Wilmington and I would like to know if he is related to a Hackett I know. Could I find out the address he was first living at in Delaware?

Signed, Paul Brown, Wilmington, Delaware

"Don't know. We cleared our file of outdated addresses."—Ed.

Could you send me this small amount of info? Could you tell me what is the distance record for a handstand for one and two boards? Also, if known, could you tell me the rider's name and approximate speed on the record shot?

Thanks, Butch Pierce, U.S.M.C.

"Sorry, we don't maintain records on specialty events. Perhaps the Guinness Book Of World Records would be a good source."—Ed.

Q: What kind of wheel rolls backwards?
A: A wheel with a Polish bearing in it.

Signed, The Endless Wave Skate Park Employees, Oxnard, CA

"Sorry, we don't print Polish jokes."—Ed.

Does Jay Adams' Mom let him skate in the kitchen?

Blaine Dollard, Mercer Island, WA

"Don't know . . . why don't you ask her?"—Ed.

MORE LOVE

Well, Hello, Bobby Piercy!

I've found a new sex symbol! After your beautiful coverage of the Catalina Classic, I could hardly contain myself.

Yours in heavy breathing, Mercy Baron, Burbank, CA

P.S. I hope my husband doesn't see this!

Could you please print a bigger, better picture of Bobby Piercy? I think I'm in love! Maybe along the line of a centerfold.

Unsigned, Ocean Beach, CA

"Sorry, Bobby, we'll only put it in when you sign your name."—Ed.

I would like you to enlarge your SkatePost. I love reading all about the big-headed boarders on the West Coast, and the big-mouthed East Coast borders, also stories, fantasies, poems . . . in others words, I love to read SkatePost. I've been skateboarding for about 2½ years, and if it wasn't for my best friend, it would only have been about ½ year, so I want to thank him. Please print this letter.

Dennis Cotton, Murray, UT

NO MORE LOVE

I was looking through my December issue of SKATEBOARDER and stopped to look at some of the fan mail. Your first letter was from a girl in Canada who inquired about getting the address of Tommy Ryan. It seemed she didn't care much about his skateboarding talent, only his looks. She said, "What a Babe!" I don't think SKATEBOARDER is that kind of

lama-flex

AMATEURS BECOME CHAMPIONS ON A HAUT LAMAFLEX

For the price of an amateur's board you can ride a champion's board. We figured it would happen and it did.

OVER 15 FIRST PLACES

Kevin Niccoli and Kevin Reed (Mr. Radical) have been winning major competitions on Haut LamaFlex boards. In fact, *Skateboard News* reports that Niccoli, who rides only Haut LamaFlex boards, is number one in his part of California.

EXPERTLY LAMINATED

LamaFlex boards with the newest race-proven contours are expertly laminated with only first grade maple, both inside and out. The result of this extra care is a strength factor and alive action unequalled in the sport today.

KEVIN NICCOLI MODEL WITH FULL-WIDTH TAIL

For the ultimate park performance in 1978, keep your eye on this newest Haut design. 8" wide by 30" long, it features the new full-width tail for the extra control and stability the pros demand.

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Check out this new 8¼" wide by 33" long "full nose" design. Its gently curved profile has a low CG center section and a kicktail just right for radical bowl performance.

Every Haut LamaFlex board is built to the highest standards. We like to think each one might be going to a champion.

photo: . . Medeiros
Soquel Skatepark

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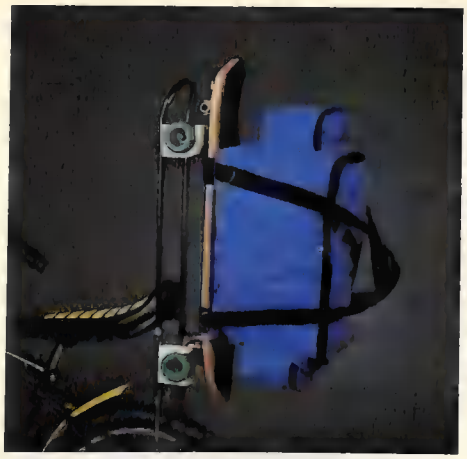

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magazine. I don't mind if you answer these letters, but why print them?

A concerned reader, Norfolk, VA

"Hey, we're not that *kind of magazine!"—Ed.*

This letter is dedicated to all those puckered-lipped people such as "the Skatecat of Lakewood," "the Girl Surfer," etc., who are "stoked" over the "fine guys" and "foxy chicks" you feature in your magazines. I suggest they try Lovey Heart's column in one of them "romantic" comic books they sell in low-class drug stores. After all, this is SKATEBOARDER, not SKATEBORER.

A sensible Santa Cruzite

"You're right, we're definitiely not that kind of magazine!"—Ed.

Try answering when people like those idiots write in and ask for addresses. Why don't you tell them in a vicious manner that this is SKATEBOARDER, not a dating service.

Dale Duncan, Martinez, CA

"Cuz we'd rather let you tell 'em."—Ed.

When my boys (aged 10 and 12) asked me how skateboarding helps lovelife, I was stuck for an answer. Please consider the age bracket you cater to and avoid marring the excellent reputation you have achieved.

Bernard Kemperman, N. Barnaby, B.C., Canada

"Our readers range from age 10 up, so there are a lot of them who wouldn't pose such a question. However, since you asked, skateboarding helps your lovelife since it keeps its practitioners out of drive-in theatres."—Ed.

I am writing in regards to "Total Exposure" in February's issue. I am a 33 year old mother with a teenage son and twin boys aged 11. *We love skateboarding (including Dad)* and we push SKATEBOARDER Magazine, not PLAYBOY or PLAYGIRL. The day I see SKATEBOARDER put out a playboy or playgirl in the buff is the day we will no longer carry SKATEBOARDER Magazine in our shop and we'll contact other parents and advise them to do likewise. Skate *boards*, not *broads*.

Mom

"Keep your pants on, Mom! SKATEBOARDER is not going to bare all. Our centerfolds will continue to be the usual radical exposures."—Ed.

BAD RHYME, NOT MINE

One of your older issues contained a letter in the SkatePost column that needs some clearing up. It was an attempt at poetry making Ty Page seem like the world's greatest. He skates o.k., so that didn't bother me too much; but it was signed with "Rhyming Howell." Come on, you guys! If you're going to write about yourselves and have it printed in the magazine, at least sign your own name! Oh yeah, let me pick my own favorites.

The Real Russ Howell

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that—well, sometimes?

BOY, YOU'VE GOT TO CARRY THAT WEIGHT

After many years of rad skating in Southern Florida, our skating career was rudely interrupted by a move to Indiana where skateboarding is about as popular as surfing. We were talking to some friends one day and we were informed of an empty indoor swimming pool. The only trouble was that it was in one of the richest hotels in the state. In order to get into the place, you had to either be employed there or be loaded with cash. We got in with the help of some rented bellhop uniforms. After having to carry about 1,000 lbs. of luggage and herd around a bunch of prissy poodles, we finally made it to the pool. It was 3′ shallow and 10′ deep, blue tile and easy coping. After getting over a mild case of severe shock, we jumped in. After 15 minutes of pop-outs, one wheelers and burts, in walks three men dressed in $1,500 suits and two security guards. Getting the message, we climbed out. Immediately, the owner started bulling us about trespassing laws and how they didn't want to get the police into this. After hearing about it, our friends said it must have been pretty embarrassing for us. I added that it was probably more embarrassing for the hotel owner to get cussed out by two teenagers in bellhop uniforms!

Mike Klinkman, John Shisler, Laotto, IN

"You should have loaned the manager your skate and got him stoked . . . then you could ride his pool all the time!"—Ed.

REVENGE OF THE "INLAND GOONS"

Inland boys know where the energy's at. If you're reading this, Piercy, kiss my kicktail!

James Drummond, Redding, CA

I'd like to congratulate John Smythe on his article on Bobby Piercy. It was very well done and enlightening. Speaking for Vals, he's so ah . . . um . . . cool, ya' know . . . he's, ah . . . really . . . um . . . got his, uh, head together, you know . . . and . . . um, he's really . . . uh, you know, *into* . . . a lot of, um, things . . . ya know! Thanks again, John!

Don Young, Encino, CA

"well . . . uh . . . you're welcome . . . uh . . . wow!" Signed, John

BACKLASH

To all East, West and Gulf Coast Skaters: Close encounters of the Midwest kind. It started in a small Indiana town and leads to one inescapable conclusion: *You* are not alone!

Molecule, Fun City Skateboard Club, Bloomington, IN

Hi, I'm Elmer Fudd from Hawaii. I just want to say something to those fragile skaters from the East Coast. We don't get that much coverage over here, but we don't beg for it like dogs. We just *know* we can blow them away.

E. F., Hawaii

Gordon & Smith

PHOTO: BOYD HARNELL

STEVE'S COMBINATION
Skaters and equipment are rapidly improving, and new maneuvers are being perfected daily. But how much better can the equipment get?
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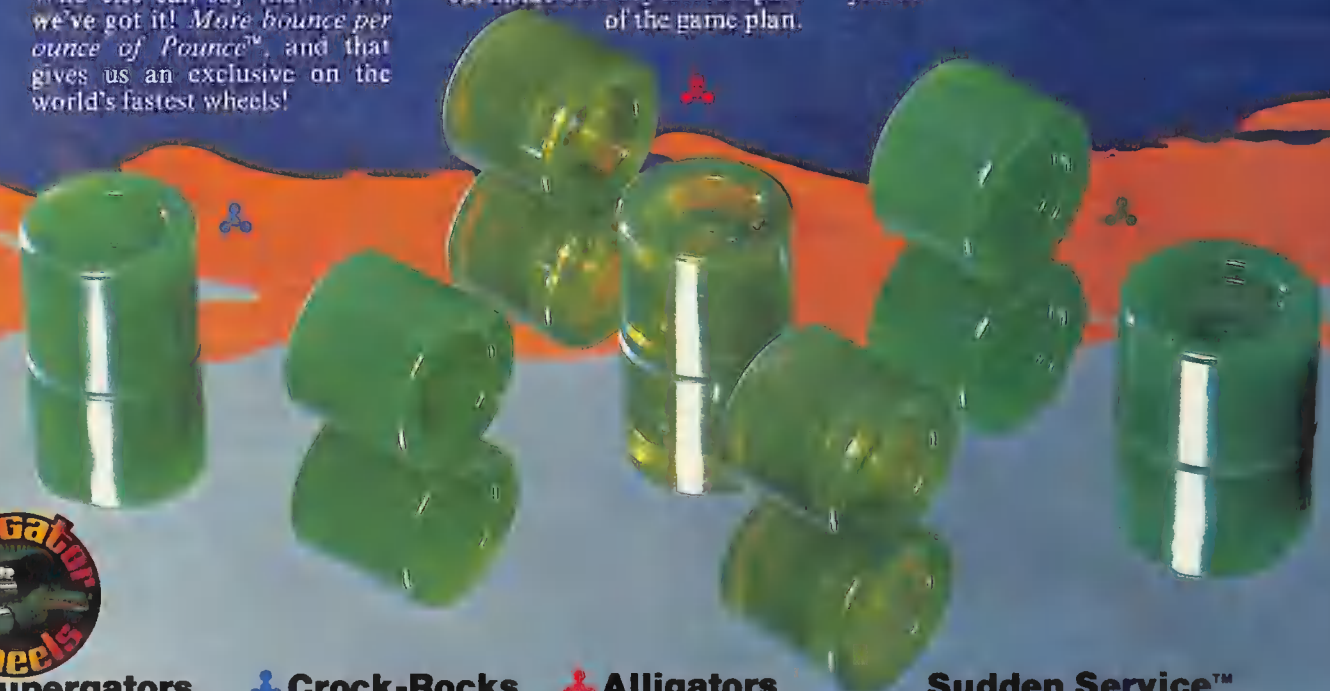

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Featured skater Tim Pimarta

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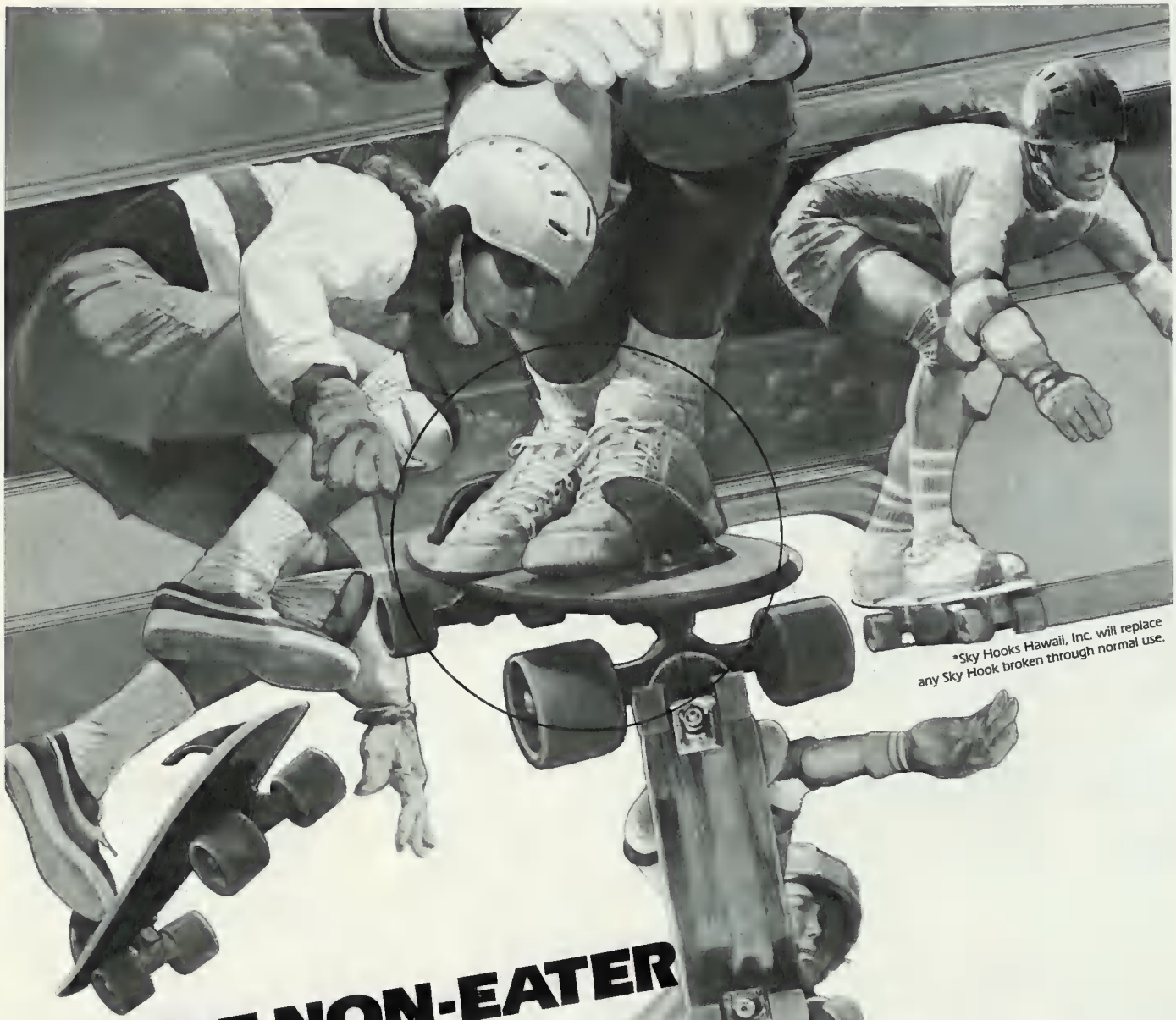

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Stacy Peralta

CASSIMUS

Skate Tips

ROLL OUTS
by Doug Schneider

A Roll Out is a relatively simple trick which appears much more difficult than it really is. The Roll Out is a two step maneuver which consists of driving out of a bowl and then dropping back in. In getting out of the bowl, the most important thing is to have a lot of speed.

You approach the wall the same way as if you were going to do a Kick Turn but, when you reach the lip, you throw your body up and out. The motion is the same as if you were jumping out of the shallow end of a swimming pool—except you have a skateboard under your feet. Just as your back wheels start to come out, turn the board so that, when you finally get to the top, you are rolling parallel with the lip of the bowl. This is the first step of the Roll Out.

To get back in may seem hairy—but it's not. The easiest way to go about this is to turn slightly towards the bowl while you are still rolling sideways. When your front wheels get even with the vertical edge, shift your weight to your back foot. Just as your back wheels start to go off, turn and push the nose of the board down just like in a Kick Turn. The most important thing to do is wait until one of your back wheels is over the edge so that you don't hook up your back trucks as you turn in. Once you've got this wired, you have mastered the Roll Out!

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A great skateboard doesn't roll off an assembly line. Like any new high-tolerance piece of machinery, a radically different skateboard has to be built...from the ground up. Decks, trucks, wheels, everything.

Nobody builds decks like Hang Ten. Solid oak, exotic Barceno and Fresno hardwoods, or composite fiberglass with a maple core. Hang Ten decks are flashy and strong, with a sophisticated road feel.

Frank Rosas, Designer

Nobody matches Hang Ten's advanced truck design. Frank Rosas, skateboard researcher and engineer, worked closely with leading pro skateboarders to create a new performance truck. It features a 41° deflection angle that makes it a match for any kind of skateboarding terrain.

Nobody casts wheels like Hang Ten. They're hand-poured urethane to do the impossible: give maximum tracking with maximum speed. Then they're locked onto exactly matched shielded precision bearings.

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ADULT "T"—Sizes: S(34–36), M(38–40), L(42–44), XL(46)
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The styles of shirts that are available with [redacted] given design are indicated after design title and ONLY THOSE STYLES. If desired, list first three color preferences for shirts and sandals... color substitution may still be necessary. To insure immediate delivery, pay with money order and [redacted] the coupon carefully.

1. VAL SURF ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
2. Cadillac Wheels ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
3. Bahne Skbds. ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
4. 3 Wheels Out ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
5. Radical ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
6. Bennett Truks ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
7. Park Rider ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
8. Alligator Wheels ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
9. Gull Wing (also ☐ Phoenix) ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
10. Logan Earth Ski ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
11. Star Trac, Kryptonics ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
12. Road Rider (also ☐ Park Rider) ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
13. OJ Wheels ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
14. Sims Pure Juice ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
15. ACS ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
16. Tracker ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
17. Skate Stripe ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
18. Powerflex ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
19. California Skbd. ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
20. Backside Aerial ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
21. VAL SURF Sleeve ☐ A/L only .... ☐ S ☐ M ☐ L ☐ XL
22. Competition Jersey (☐ VAL SURF, ☐ Bahne, ☐ G&S Fibreflex, ☐ Sims Pure Juice, ☐ Hobie, ☐ Magnum) ☐ C/L ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
23. Z-Flex ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
24. Outer Limits ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
25. VAL SURF Skbd. Capital ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
26. G&S ☐ Warptail or ☐ Fibreflex ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
27. VAL SURF Stripe ☐ C/S ☐ A/S ☐ A/L .... ☐ S ☐ M ☐ L ☐ XL
102. VAL SURF, Specialists ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL
28. (Not Shown) ☐ HOBIE, ☐ TUNNEL, ☐ ALVA ☐ C/S ☐ A/S .... ☐ S ☐ M ☐ L ☐ XL

"WORLD'S LARGEST STICKER SELECTION"

STICKERS (small) 35¢ (includes postage): ☐ Logan Earth Ski, ☐ Weber, ☐ Powerflex, ☐ Hobie, ☐ Tunnell ☐ Skateboarder Mag., ☐ Tracker, ☐ G&S,

STICKERS (medium) 50¢ (includes postage): ☐ VAL SURF, ☐ VAL SURF Skate, ☐ Pray For Surf, ☐ Bing, ☐ G&S, ☐ O'Neill, ☐ Katin, ☐ Hobie, ☐ Hobie Power, ☐ Alligator Wheels, ☐ Bennett Truks, ☐ Road Rider, ☐ Park Rider, ☐ Z-Flex, ☐ Lightning Bolt Hawaii, ☐ Surfer, ☐ Surfing Mag., ☐ Skateboarder Mag., ☐ OJ, ☐ Tracker, ☐ G&S Fibreflex, ☐ Sims Pure Juice, ☐ Logan Earth Ski, ☐ Power Paw, ☐ Bahne, ☐ Cadillac, ☐ Santa Cruz, ☐ Rad Pad, ☐ Dewey Weber, ☐ Weber Performer, ☐ ACS, ☐ Magnum, ☐ Lemon Juice, ☐ Kryptonics/Star Trac, ☐ Powerflex, ☐ Bones, ☐ Tunnell, ☐ International Skateboard Assoc., ☐ 5 Ply, ☐ Rockit, ☐ Quicksilver ☐ Warp II, ☐ YoYo, ☐ X-Caliber, ☐ Rebound, ☐ Alva, ☐ Cell Blocks, ☐ Z-Products, Hobie: ☐ Diamond, ☐ Power, ☐ Flex, ☐ Park Rider, ☐ Mike Weed; ☐ Rector, ☐ Lazer, ☐ Pepsi, ☐ Energy, ☐ Endless Wave, ☐ Z-Woody, ☐ Z (circle), ☐ Stroker, ☐ Morey Boogie, ☐ Sea Breeze.

STICKERS (large) $1 (includes postage): ☐ I'd Rather Be Surfing, ☐ I'd Rather Be Skateboarding, ☐ Surfers Do It In The Tube, ☐ Keep Surfing, ☐ Surf Bare, ☐ Skateboarder Mag., ☐ Logan Earth Ski, ☐ Weber, ☐ Sims Pure Juice, ☐ Gull Wing, ☐ Power Flex, ☐ Z-Flex, ☐ Rockit, ☐ G&S, ☐ UFO, ☐ Tunnell, ☐ VAL SURF, ☐ Phoenix, ☐ Santa Cruz, ☐ Tracker, ☐ Endless Wave, ☐ Alva, ☐ Kryptonics, ☐ YoYo, ☐ Tunnell-Waldo Autry

CLOTH PATCHES $1.50 (includes postage): ☐ VAL SURF, ☐ Keep on Surfin', ☐ Hawaii, ☐ Pair foot prints, ☐ Surf's Up, ☐ Surfer, ☐ California, ☐ Skateboarder, ☐ Wheelie, ☐ Nose Wheelie, ☐ 360°, ☐ Sidewalk Surfer, ☐ Road Rider, ☐ G&S, ☐ Hobie, ☐ OJ, ☐ ACS, ☐ Tracker, ☐ Sims.

BOOKS/MAGAZINES: ☐ The Skateboard Book $3.95, ☐ Skateboard Handbook $2.95, ☐ Anybody's Skateboard Book $3, ☐ The Complete Book of Skateboarding $4.50, ☐ Skateboard Repair Manual $2.50, ☐ Surfer or ☐ Surfing Photo Annual $2.50, Surf Guide to ☐ Cal. or ☐ Hawaii $3.95, Magazines $1.50: ☐ Skateboarder, ☐ Skateboard World, ☐ Wild World of Skateboarding, ☐ Skateboard World Calendar $2.50.

SANDALS: ☐ LIGHTNING BOLT (neoprene sole, nylon straps) $16.95; ☐ BEACHCOMBER BILL (neoprene sole, nylon straps): ☐ one color $9.95, ☐ two color $12.95, ☐ three color $15.95; ☐ STYLED STEER (leather) $9.95; ☐ Hawaiian Slaps (grass mat, velveteen straps) $5.50. Shoe Size________

LICENSE PLATE FRAMES: ☐ U.S.A. SKATEBOARDING, ☐ U.S.A. SURFING, ☐ California, I'd Rather Be Surfing, ☐ Set of 2 $5.50, ☐ [redacted] frame $2.95.

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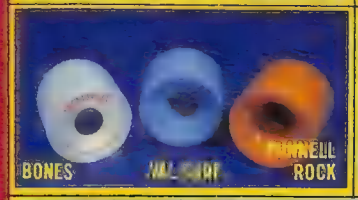

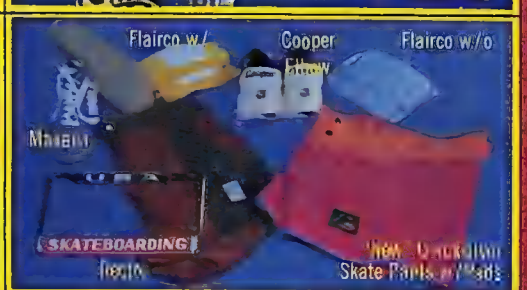

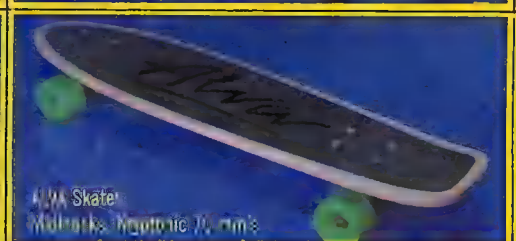

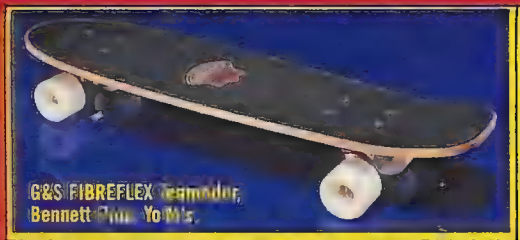

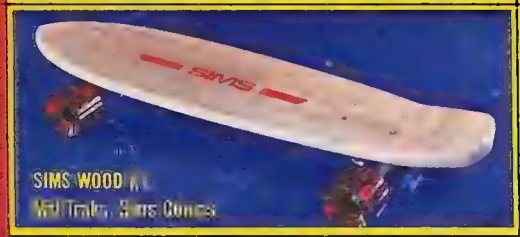

SKATEBOARDER'S MAIL ORDER CENTER & SHOWROOMS FOR THE WORLD

Photos: Brian Hemfelds

Our fully equipped, extensive showrooms are just off the Ventura, Hollywood or San Diego Freeways

"YOUR CUSTOM SKATEBOARD CENTER"...PLEASE NOTE: The price of a complete skateboard is the sum total of one board, two trucks, four wheels, two pads & tape (if desired), and the appropriate postage...No additional charge for assembling and tuning. If desired, list first three board color preferences (substitution may still be necessary) & truck hole pattern for board only orders. To insure immediate delivery, pay with money order and read the coupon carefully before ordering.

BOARDS ONLY (BLANKS) (mounting hardware included)

VAL SURF

☐ OAK KT: ☐ beveled/raised bottom or ☐ wheel wells for clearance. VAL SURF grip tape, clean finish, ☐ 27", ☐ 29" $16.95; ☐ "Wide," 7¾" x 30" $18.95.

☐ BENT TAIL (featherweight) two piece laminate, wheel wells, clean finish, ☐ 27" $19.95, ☐ 29", ☐ 31" $21.95; ☐ 29", ☐ 31" $21.95; VAL SURF grip tape + $1.50.

☐ BENT TAIL (lam.) "hour glass" stringer design, wheel wells, clean finish, ☐ 28" $24.95, ☐ 31" $29.95, ☐ 35" $34.95.

☐ ROOF RIDER: 10-ply, rocker/continuous curve — low center of gravity, wheel wells, clean finish, ☐ 29" $23.95; VAL SURF grip tape + $1.50.

☐ SKI-SKATE: multi laminate veneer stringer design, high gloss finish, wheel wells, no two alike! ☐ 27", ☐ 29" $29.95.

☐ MAHOGANY: flat, silica sand grip deck, clean finish, ☐ 24", ☐ 27" $9.95, ☐ 30", ☐ 32", ☐ 36" $11.95, ☐ 40" $12.95.

☐ MICA-FLEX: bent tail, very soft/subtle flex, extremely light, mica/milimine/resourcenal/birch laminate, skid plate, ☐ 27", ☐ 29" $27.95.

☐ FIBERGLASS: hand laminated, textured deck, multi-colored, ☐ 24", ☐ 27", ☐ Flat, ☐ KT, or ☐ Double Kick (25" only) $15.95.

☐ PRESSED FIBERGLASS: pultruded (heated & pressed), textured deck, ☐ Flat, ☐ 24", ☐ 27", ☐ 30" $9.95; ☐ Camber/Cutaway/KT, 27" $12.95.

☐ ALUMINUM: double kick, anodized colors, strongest made, ☐ 24", ☐ 27" $14.95.

☐ POOL-PARK-PIPE Kent Senatore Model: 10 ply, bent tail, aviation birch, milimine center, wheel wells, full tape, 8¼" x ☐ 27½" or ☐ 29½" $24.95.

☐ 10 PLY: (as P-P-P) 7½" x ☐ 27", ☐ 29", ☐ 31", $22.95.

Alva Skates: ☐ 27" or ☐ 30"; ☐ wood ply, $31.95; ☐ wood/glass, $49.95.

G&S FIBREFLEX, grip taped: ☐ 26" Cutaway, ☐ 26" Freestyle, $24.95; ☐ 25" KickTail, $26.95; ☐ 29" Cutaway, $28.95; ☐ 27" Bowl Rider, $29.95; ☐ 28" Team Rider, ☐ 29" Rider, $31.95; ☐ 30" Team Rider, $32.95.

G&S WARP TAIL Stacy Peralta Model, grip taped: ☐ 25" $19.95, ☐ 27" $21.95, ☐ 29" $23.95.

G&S WARP II Stacy Peralta, grip taped, ☐ 27" $24.95, ☐ 29", ☐ 30½" $26.95.

G&S IV (ply): ☐ 26", ☐ 28" $24.95, ☐ 30", ☐ 32" $26.95

SIMS: WOOD KT Channel, ☐ 27" $23, ☐ 30" $24.95, ☐ 33" $26.50; TAPERKICK, ☐ 27" $37.95; ☐ 30" $39.95, ☐ 33" $42; SUPERPLY, ☐ 27" $27, ☐ 30" $28.50, ☐ 33" $29.95; TOFT, ☐ 27" $29.95, ☐ 30" $32.

HOBIE: PARK RIDER, ☐ 26" $21.95, ☐ 28" $23.95, ☐ 30" $25.95; WEED RADICAL TERRAIN, ☐ 28", ☐ 30" $26.95; WEAVER PRO, ☐ 27", ☐ 30" $39.95; ☐ FLEX, 27", kicktail, $29.95.

LOGAN EARTH SKI: "New" Oak KT w/bevel bottom: ☐ 25" $22.50, Bruce Logan- ☐ 27" $23.50, ☐ 29" $24.50; w/½ bevel: ☐ 30½" Brad Logan or ☐ 32" Torger Johnson $22.95; DURA LITE: ☐ 27" or ☐ 29" Bruce Logan, ☐ 28" Laura Thornhill, ☐ 29" Robin Logan $27.95, ☐ 30½" Brad Logan, ☐ 31" Bob Biniak, ☐ 32" Torger Johnson $28.95.

BAHNE: LIPSTICK, ☐ 27½", ☐ 29½", ☐ 31½" $29.95; MOHR BULLET, ☐ 27", ☐ 30" $29.95; WOOD KT, ☐ 27", ☐ 30" $19.95.

Z-FLEX: ☐ Jay Adams, 30", molded/lam. fiberglass, foam/honeycomb rib, wheel wells, $38.95; 27" ☐ Rocker or ☐ Rocker/KT, Ultra light w/grip tape, $32.95; Z-WOODIES: ☐ Jay Adams, 30" $38.00, ☐ Shogo Kugo, 31" x 7¾" $39.50.

SANTA CRUZ ☐ 5-PLY, ☐ 27" $23.95, ☐ 29" $25.95, ☐ 31" $27.95;

ROCKIT: ☐ KT or ☐ Rocker KT, ☐ 26", ☐ 28" $24.95; ☐ 30", ☐ 32" $26.95.

POWELL: ☐ QUICKSILVER, 28½" $39.95, ☐ QUICKTAIL, 28½" $44.95.

TRUCKS, each (2 needed per board)

BENNETT: ☐ Hijacker $6.95, ☐ Pro $8.95, ☐ Ad+Trak $10.50, (+ $1.50 w/Vector base plate); ☐ Vector One™ $11.95, ☐ Vector Stak+Trak™ $13.50.

TRACKER: ☐ Haftrack $10.50, ☐ Midtrack $10.95, ☐ Fulltrack $10.95.

H.P.G. (w/support bracket): ☐ Phoenix $12.50, ☐ Gull Wing $13.50. ☐ Pro $11.

ACS: ☐ "500" $4.95, ☐ "580," ☐ "651" $7.50, ☐ "650" $7.95, (B/G+50¢)

X-CALIBER: ☐ Galaxy $3.95, ☐ Pro $6.95. ☐ XL 600 $9.95. ☐ AMER.MAG. $14.95

CALIFORNIA SLALOM: ☐ Pro $6.50, ☐ Wide Track $6.95, ☐ STROKER $26.95.

LAZER: ☐ 5½" Freestyle $7.50, ☐ 6½" Slalom $9.50, ☐ REBOUND $14.95.

ENERGY: ☐ V (5") $6.95, ☐ VI (6") $8.95, ☐ VII (7") $10.95 ☐ CHICAGO $6.95.

WHEELS, each (4 needed per board)

Precision Wheels (price includes 2 precision IKS or NTN bearings & spacer; German bearings — + $1 per wheel; without any bearing – $1.50 per wheel).

☐ BENNETT ("Turbine" Bearings): ☐ Alligator™ $7.95, ☐ Crock-Rock™ $8.50, ☐ Supergator™ (66mm) $8.95.

ROAD RIDER: ☐ #2 $4.95, ☐ #4 $6.95, ☐ #6 $7.95. ☐ Henry Hester $6.95.

PARK RIDER: ☐ #4 $6.95, ☐ Logan #5 $7.50.

SIMS PURE JUICE: (German Bearings): ☐ Mini Comp $7.50, ☐ Comp $7.95, ☐ Comp II or ☐ Snake (☐ B ☐ G ☐ W) $8.25.

OJ: ☐ Slalom $6.50, ☐ Hot Juice $6.95, ☐ Super Juice $7.50, ☐ Thunder Juice $8.95.

KRYPTONIC, STAR TRAC: ☐ 60mm $6.95, ☐ 65mm $7.50, ☐ 70mm $7.95: ☐ R ☐ B ☐ G

POWERFLEX: ☐ #3 $5.95, ☐ #5 $7.50, ☐ #7 $8.50 (asst. colors), (#8 Soon!)

YOYO: ☐ R ☐ Y $6.95, ☐ W $7.50. G&S WONKERS: ☐ 60mm $6.95, ☐ 68mm $7.95.

BONES/POWELL: ☐ 60mm $7.95, ☐ 64mm $8.50. ☐ Z-WHEEL $10.95.

POWER PAW: ☐ Sm. $3.50, ☐ Lg. $4.95, ☐ XL $5.50. ☐ PACER $7.95.

☐ VAL SURF (2½"x1¾", radial edge inside and out, Germans) $5.95.

CADILLAC: ☐ DK 51 $4.50, ☐ Hot Lips $7.50, ☐ Hot Lips II $8.50, ☐ Cadillac Cruisers $7.50.

ROLLS ROYCE: ☐ Cobra $5.95, ☐ Cobra Comp $6.50, ☐ Banzai $7.50.

TUNNELL: ☐ Rock (Comp.) $6.95, ☐ v $6.50. UFO ☐ $6.95, ☐ XL bearing $9.95.

☐ LEMON JUICE (XL bearing) $8.95. ☐ EMOTION Speed $7.95.

Loose Ball Wheels

ROLLER SPORT: ☐ Mark IV $1.50, ☐ Racing Slick $2.

CADILLAC: ☐ Reg. $1.50, ☐ DK 38 $2.50, ☐ DK 51 $3.50.

POWER PAW: ☐ Sm. $2, ☐ Lg. $3.50.

SAFETY EQUIPMENT

HELMETS: ☐ NORCON (s, m, l) $12.95, ☐ COOPER: ☐ SK 100 (adjustable) $7.95, ☐ SK 300 $17.95, ☐ SK 600 $22.95.

ELBOW PADS (s, m, l): ☐ VAL SURF $5.95, ☐ COOPER $7.95, ☐ FLARICO $4.95, ☐ RECTOR $12.95, ☐ NORCON $12.95.

KNEE PADS (s, m, l): ☐ FLARICO- ☐ Reg. $4.95, ☐ W/Cap $6.95, ☐ RECTOR $12.95, ☐ NORCON $13.95. ☐ Wrist Guards EAGLE (s, m, l) $9.95.

GLOVES (xs, s, m, l, xl): ☐ PALM PADS, RECTOR $14.95. ☐ VAL SURF $7.95, ☐ EAGLE ☐ MAKAHA Skateboard Shoe, even sizes 4–12 _____ $21.95

SKATE PANTS (shorts w/pads): ☐ RECTOR $24.95; ☐ QUIKSILVER $24.95; ☐ SKATEPADS $24.95 waist _____. ☐ NORCON Kidney Pads (worn under shorts) $9.95 waist _____.

HEAD BANDS, $1 each: ☐ Skateboarder Mag., ☐ Kryptonics, ☐ I.S.A., ☐ Lazer, ☐ ACS, ☐ Logan, ☐ Hobie, ☐ G&S, ☐ Sims, ☐ Powerflex.

ACCESSORIES

Grip Tape, per foot, widths: ☐ 1" 20¢, ☐ 2" 40¢, ☐ 3" 60¢, ☐ 4" 80¢, ☐ 6" $1.20, ☐ 8" $1.60. ☐ VAL SURF tape, die cut to fit VAL OAK KTs ☐ 27" or ☐ 29" $1.50; to fit VAL ☐ 10 PLY or ☐ P-P-P (size _____) $2.50.

Elevator Shock Pads, each: TRACKER plastic pads, ☐ ¼" ☐ ½" 75¢ ea.; CELL BLOCKS, plastic pads, multi color, ☐ 3/16", 50¢ ea.; Rubber: ☐ ¼" 40¢, ☐ ½" 75¢. Urethane (transparent colors): ☐ ¼" 50¢, ☐ ½" 75¢; ☐ RAD PADS (set, incl. hardware): ☐ "Slalom" ☐ soft ☐ hard $4.50, ☐ "Freestyle" $3.50.

Wrenches ☐ "4-Way" Socket $1.95, ☐ "Super Wrench" $4.50.

Precision Bearings each: ☐ IKS or ☐ NTN $1, ☐ German $1.50, # _____; ☐ Loose Ball Bearings, 2¢ each, # _____.

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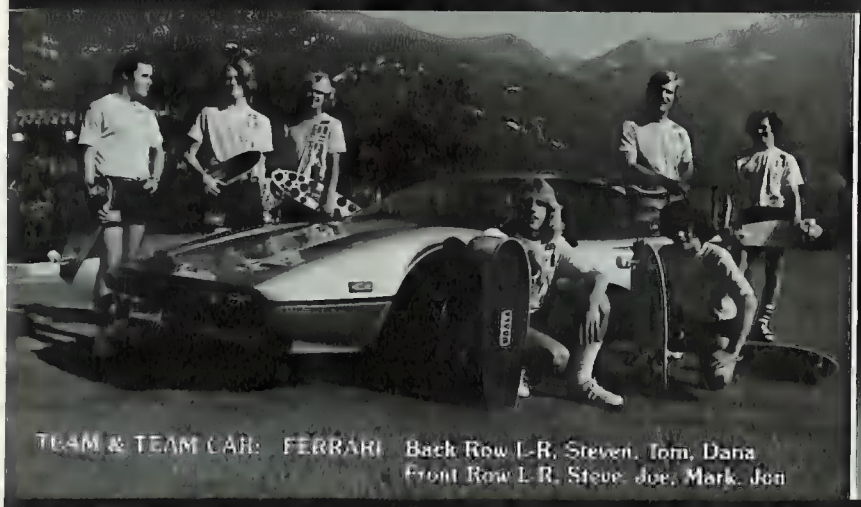

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Skate Safe

STRETCHING
By Curtis Hesselgrave

Flexibility and stretching are key elements of high performance skateboarding. Both elements need to be present in equal proportions for your body to reach its peak performance level. Flexible muscles can exert strength throughout their full range of motion. Tests on World Class athletes have shown that they possess an extra measure of flexibility that permits them to utilize all the strength that they have. Athletes who do not achieve these high levels of performance often were just as *strong* as the World Class competitors but did not have the same amount of muscle flexibility. The stiffer a muscle is, the narrower its power range. Stiffness also restricts body motion. The best example of this is a body builder. The body builder has developed himself in such a way as to become "muscle bound": There is great strength but a very limited range of motion.

Skateboarding builds muscle strength but does nothing to stretch those muscles. Skaters need a regular series of exercises designed to loosen those muscles which are tightened during skating. Limbering exercises reduce muscle tension which skating produces in the legs, back and hips. A daily routine should involve the four major directions in which the body bends: Frontwards, backwards, sideways (both sides) and twisting (both sides). Stretches in each of these directions loosen the major muscle groups of the body. If any direction of stretch is left out of a routine, the body becomes unbalanced and performance is affected.

In addition to these four major directions, skaters should stretch those areas which receive heavy strain in skating. These are the wrists, ankles, lower back, hips and legs. The exercises pictured here should be done together in a daily program. This will balance out the tightening effect that skateboarding has on the body.

Let's take a brief look at how muscles work and why they need to be stretched. Muscles do their work by contracting. When a muscle contracts many times in quick succession, it shortens. When the contractions stop, the muscle slowly tightens again. If a muscle is worked repeatedly in the same pattern over a long period of time, it begins to stay short, never fully lengthening again. You experience this shortening as feeling stiffness. To correct this, a type of exercise known as "static stretching" is necessary. Static stretching means holding the body in the position of the stretch for a short (10-15 seconds) period of time without moving. While holding the position, your attention should be focused on relaxing all the muscles in the area you are working on. Relaxation and time are the tools that stretch muscles. It's not as important in static stretching to "touch your toes" as it is to let everything relax.

It is very important not to bounce your body as you stretch. Bouncing is an entirely different technique known as "ballistic stretching," and it actually shortens the muscles. This technique is used by athletes just prior to a workout and will not lengthen the muscles.

Now we come to the point that no one likes very much: It hurts! Stretching your body is painful. The first few times that you try these exercises, you'll wonder how anything that hurts that much can possibly be good for you! Everyone goes through this. Your muscles are just protesting about being lengthened, and you'll find that the pain is your best indication that you are doing something. "If it doesn't hurt, it isn't working," I have often heard my Yoga teacher say. There are two types of pain. The first and most common is an overall pain throughout the whole muscle group that is being stretched. This is your indicator that the stretch is working: You *should* feel this. The second is a sharp pain concentrated in one spot. If you feel this one, release the stretch immediately. This pain is a signal from your body that you are straining an area too hard and might injure it.

Stretching is progressive: The more you do, the looser you get; but there is always further to go. There will always be a little pain from the area still to be stretched. When you are able to do a complete stretch and feel no pain, it's time to move on to a more difficult exercise.

When you first begin to do the exercises, take it easy. There are a lot of years of tension built up and you can't get rid of it all in a couple of days. It's better to get a daily routine going steadily than to try and do it all at once and burn out on the idea. Don't get discouraged if you don't loosen up as fast as you want to; progress comes from steady routines practiced over a long period of time. Keep at it; the results will be more than worth the effort.

A few notes about the photos: These photos were shot with a strobe to show all the stages of loosening up. In the beginning, you won't be able to stretch nearly as far as the photo shows. Don't worry about that; and, especially, *don't force your muscles!* The pictures show the different stages you will reach as you loosen up. It takes time. I have been stretching for over twelve years and I still have a long way to go!

FORWARD STRETCHING: First basic direction.

This is called a Double Leg Stretch. The calves, hamstrings, lower and upper back muscles are being elongated. Sit on the floor, legs outstretched, knees flat. Bend forward at the hips and grasp your ankles. Let the weight of your upper body hang loose, letting gravity do the work. Do not let your knees come off the ground; if they do, back off a bit till they go flat again. When the knees come up, the stretch is lost. Don't bounce! Count to 15 and release. Repeat two to three times.

BACKWARD STRETCHING: Second basic direction.

Since the first stretch went forward, a backwards stretch is needed to balance. This exercise is called the Wheel. The front of the thighs, stomach, chest and arms get a good stretch. Lay on the floor on your back. Place your feet next to your butt, knees up, hands under your shoulders (palms down) with your fingers pointing down your back. Arch upwards as if a rope were tied around your stomach and pulled up. Hold for a count of 15 and then come down slowly. Repeat two times.

SIDEWAYS STRETCH: Third basic direction.

This exercise is self-balancing because it is done on both the left and right sides of the body. The name of this exercise is the Triangle. All the muscles on the side of the body from feet to fingertips are stretched. Stand with your feet apart, slightly more than shoulder width. Stretch your arms straight out from the shoulders, keeping them relaxed so they feel "heavy." Tilt to your right until your right hand touches your knee and your left hand is over your head. Keep the inside hip pushed forward and the inside knee

THE WHEEL

THE TRIANGLE

THE LEG SPREAD

DOUBLE LEG STRETCH

THE FROG STRETCH

straight. If the hip goes back or the knee bends, the stretch is lost. Count to 15 and come up straight. Then repeat on the left side. Do each side twice.

TWIST: Fourth basic direction.

This one doesn't have a special name; it's just a twist. The muscles in the back and stomach are loosened. Sit cross-legged on the floor. Place your left hand on the outside of your right knee. Put your right hand on the floor behind your back (10 to 12″ back). Turn your head and shoulders as far to the right as you can, using your hands to twist with so that your back and stomach muscles can relax. Count to 15 and release. Repeat on the left side. Do this twice on each side.

Special Exercises For Skaters

LEG SPREAD

This stretches the inner thigh, lower back, and loosens the hips. Sit on the floor with your legs spread wide apart, knees flat on the floor. Reach as far towards your right knee as you can, still keeping the knee flat. Let your body hang and gravity will do the work. Don't bounce! Count to 10, then do the left leg. Do each leg three times.

FROG STRETCH

This loosens hips, knees and lower back, relaxing the body after the split-legs stretch. Draw your feet together in front of you (sole to sole), as close to your body as you can. Grasp your feet with both hands and bounce both knees up and down to loosen your hips. After 10 to 15 bounces, draw your head slowly towards your toes. Count to ten. Repeat four times. Arch your back afterwards. It feels good!

ANKLE ROTATION

This exercise loosens the ankles. Sit on the floor with the right leg out straight. Bend your left leg at the knee and put your left ankle over your right thigh, just above the knee. Grasp the toes of the left foot with the right hand and rotate the whole foot clockwise about 15 times. Then, rotate the foot counter-clockwise 15 times. Massage the ball of the foot for a moment. Repeat the procedure with the right ankle over the left thigh.

WRIST STRETCH

Stand, placing the back of your right hand in the palm of your left. Keep both shoulders down, both elbows at your sides. Press your hands together by squeezing your elbows together. Do this slowly. All the muscles and ligaments of the wrist get a good stretch. Do this slowly about 10 times, then repeat with hands reversed.

Photos: Bolster

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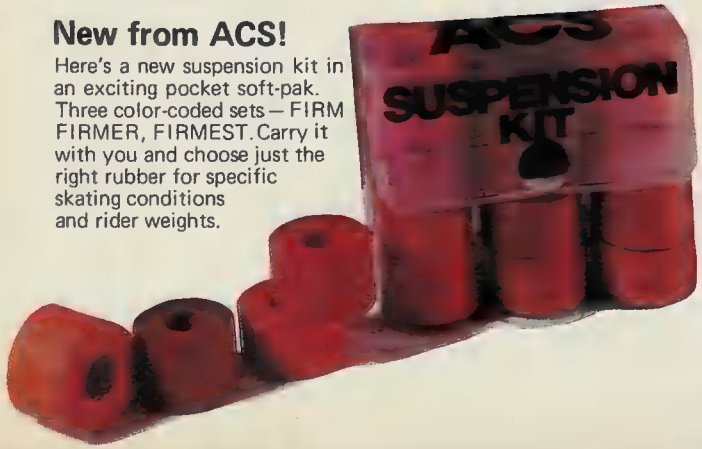

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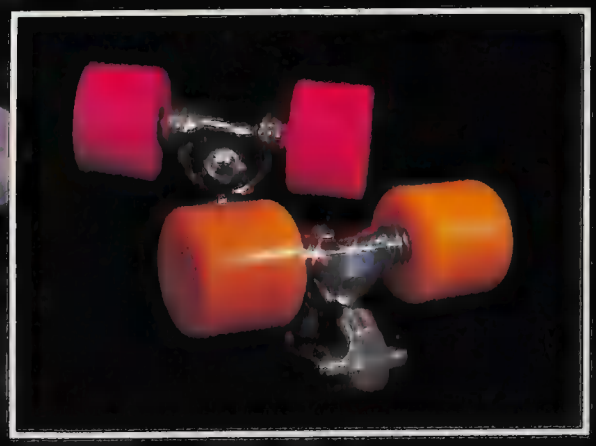

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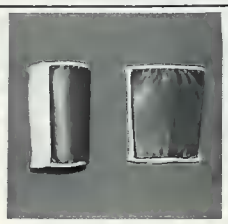

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MOTIL

Rodney Jesse

by Guy Motil

One of the most electrifying acts in skating is the bank riding of Rodney Jesse. A definite standout at the best of pool & pipe sessions, Rodney's quiet, reserved manner seems in conflict with his skating ability, an ability that ranks him with an elite group of high performance skaters who have managed to put together the variables of exceptional speed, pinpoint control and a casual style. Yet, even with all of these qualifications, Rodney has had comparatively little media attention. I hadn't seen Rodney skate for eight or nine months prior to our first meeting to work on this interview and, due to the tremendous rains in California this winter, we met for a photo session at Mission Viejo's indoor skatepark. Rodney was on that night, getting airborne in both the pool section and the 15 foot deep half pipe, going faster than I'd ever seen him ride before. Late in the evening, however, fatigue finally caught up with Rodney; on an aerial maneuver, his trucks caught the coping on the way down and R. J. took a ten foot free fall the hard way, upside down. The resulting landing virtually knocked him cold and got him a ride with a paramedic team to the hospital and several stitches over his eye. The injury kept Rodney from any serious skating for over a month. Only two days before we taped this article, he got in his first "full on" session in quite awhile, trying to get over the mind games a bad injury can play on an athlete.

HOW LONG HAVE YOU BEEN SKATING?

Probably three years.

YOU HAVEN'T BEEN INTO IT THAT LONG . . .

No, not very long compared to a lot of people.

WHAT KIND OF SKATING ARE YOU INTO NOW?

Just pool and park riding.

WHERE'S YOUR FAVORITE PLACE TO SKATE?

Right now, probably Spring Valley and Upland.

IS THAT WHERE YOU DO MOST OF YOUR SKATING?

Spring Valley, Upland, Carlsbad, Mission Viejo—that's about it.

WHY DO YOU LIKE SPRING VALLEY MORE THAN THE OTHERS?

Just because of the pool. I like Upland because of the pipe. The other bowl's pretty fun, too; there's only two runs.

WHERE IS THE FIRST POOL THAT YOU RODE?

I rode pools when I lived up in L.A. I lived right near the airport, and there were millions of pools. We just carved 'em—we didn't think of kick turning.

Then I moved down South and started skating with Gregg Weaver and Scott Williams, then everybody started doing kick turns, right about the Cow Palace time . . . maybe even a little before that.

HOW LONG HAD YOU BEEN SKATING BEFORE YOU STARTED RIDING POOLS?

That's what I did, mostly—ride pools. Cruising the skateboard down the street was just for transportation. I remember once I had a skateboard, I just took the trucks and nailed them on a square piece of wood and just rode that—then it was Bahne boards and Cadillac wheels and Chicago trucks . . . a long time ago!

WHEN WAS THE FIRST TIME YOU GOT INTO RIDING POOLS RADICALLY?

At Del Dios. That was the first. I started skating, then Brewer picked me up, and I started skating more and more places, practicing—that's about it. Just got better and better, because the better you get, the more fun it is.

WHEN YOU'RE RIDING IN A POOL OR A PIPE DO YOU CONSCIOUSLY THINK ABOUT WHAT YOU'RE DOING?

Maybe some people do, but I don't; I go strictly by feeling, just like if it was a wave or something. I'll be starting at the run, at the beginning and say, "I'm gonna go do a kick turn and then do a rock walk, then an aerial . . ." and plan it out; then you come down and something goes wrong so you take a different line! You just do completely what's natural, then finish the run and go, "Oh yeah, I forgot to do that!" (Laughter)

DO YOU THINK YOUR SKATING'S BEST WHEN YOU DO THAT?

Just naturally? Yeah.

WHAT'S IT LIKE WHEN YOU'RE UP ON ONE WHEEL ON THE EDGE OF A POOL?

It's like you're on about ⅛" edge, just pivoting—because the wheels are just about ¼" on the edge . . . it's just an edge, just unreal, because you feel everything lift off, then you feel the edge on the coping while you're turning.

YOU FEEL IT THROUGH YOUR FEET?

Yes, then you go down and up the other side and do another one . . .

THAT'S A TRIP; MOST PEOPLE CAN'T EVEN FATHOM WHAT THAT'S LIKE. WHAT GOES THROUGH YOUR MIND WHEN YOU'RE APPROACHING THAT WALL?

Not flying off; like, at Spring Valley, you've gotta worry about flying out, that's where I was just describing a one-

"THE BETTER YOU GET, THE MORE FUN IT IS."

MOTIL

wheeler, you can totally feel it on the coping of the pool. Some pools you have to totally slam to even get up to the top, but at Spring Valley you've gotta stop to stay in it and turn.

HOW MUCH COPING DO THEY HAVE?

I guess about an inch and a half or two inches thick; it sticks out maybe an inch at the most.

WHAT MAKES YOU KEEP PUSHING YOUR LIMITS IN A POOL?

I don't know. When I skate, I think of a hot song (if there isn't one on) to keep me going. Music—it does something to make you go faster, makes your adrenalin pump. Once you get in there and you're going, you feel confident, your feet are set perfect, then you just hear a certain part of a song, say, you're flying down, and you set in your mind that you're going to jam an aerial or something, do something really radical. All your adrenalin gets totally cranking at G-force, cuz you've got so much power when you're doing a kick turn fast, especially turning up a pipe or something like that . . .

ARE YOU CONSCIOUS OF YOUR MEDIA IMAGE?

Conscious? No. I don't think anything of it. Sometimes it bothers me, because wherever you go, there's somebody going, "Hey, how's it going," or something when you want to get away by yourself. But sometimes it's pretty neat . . .

HAS IT HAD MUCH OF AN EFFECT ON YOU?

Not really . . . well, yeah, it has. It makes you skate more, because when people see you in the magazine they think you're hot, so you've got to live up to the image, you gotta *be* hot enough so they don't think you're bunk, or the whole thing comes down on you. But if you just go and skate really good, it'll all be thumbs-up.

IT KIND OF PUTS YOU ON THE SPOT . . .

Totally.

IT WOULD SEEM THAT YOU ARE TRYING TO PROJECT A POSITIVE IMAGE.

Yeah, positive, definitely. That's what I'm trying to do right now. That's why I got a uniform and I'm getting all new pads and stuff that matches, wearing all good skating clothes whenever I go skating. Every time I come to a skate park, I think, "Always look neat and set a good impression." I want a good image, not a bad image.

DO YOU THINK A BAD IMAGE HAS HURT OTHER SKATERS?

Yeah, for sure it has.

WHAT DO YOU DO WHEN YOU'RE NOT SKATING?

Surf. I've been working pretty much at Brewer, just delivering surfboards, helping shape blanks, driving down South to the factory to get them glassed, pick something up, you know—that's it. It's super easy.

ARE SURFING AND SKATING

MOTIL

"THERE'S ALWAYS ALL THESE LITTLE KIDS TRYING TO TAKE YOUR THRONE AWAY."

BASICALLY SIMILAR ACTIVITIES OR ARE THE BODY MOVEMENTS AND YOUR MENTAL APPROACH DIFFERENT?

The mental approach is different. With waves, when I get out there, I just get hungry; it's not cement, so there's no way you can get hurt, you just hold your breath. You can do pretty much all you want when the waves are good. In skating, you've gotta have a positive attitude, you gotta go for it, all the way or nothing, but you gotta remember the cement. After my fall I realized that; before I didn't know, cement was just like water, it didn't sink in. It makes you think for a while. It'll fade away, though, I know it will.

HAVE YOU HAD ANY MENTAL BLOCKS SINCE THEN REGARDING SKATING?

Yeah. I didn't skate for a long time; I had that ear infection, my whole balance was off, there was stuff in my head . . . it was weird. So I had to stop skating for a while, and then it was raining and I hadn't been skating for a long time, and I didn't like Mission Viejo, because of what happened. I have to get used to it again.

HOW MANY STITCHES DID THEY PUT IN YOU?

Eight. It was nothing really, it was just a warning, I guess, to tell me to slow down for a while, make me think instead of just being a "wild man," just going, "I don't care . . ." I *fell* a lot of times, but that one was so weird, I don't even remember falling in the first place. But I see how it happened, from what people tell me; my trucks hit on the way down and caught.

WHAT'S THE MOST RADICAL THING YOU'VE SEEN IN SKATEBOARDING?

I'd say, aerials; and this guy, (I think his name's Cloomer), doing these elevator drops off that Monolith in Jacksonville . . . it's a park and they've got this ramp that comes up, it's about 12′ in the air, and this guy gets on the top and just drops in, eats it a couple of times, totally eats it, but he made it one time; it was rad. I couldn't believe this guy was doing it, it was so high in the air.

WHAT'S THE MOST RADICAL THING YOU'VE EVER DONE IN SKATEBOARDING?

That's pretty hard . . . probably skating at Mission Viejo, aerials in the half pipe, those were giving me a rush I've never had before. It seemed like it was really high up there, plus I was going really fast, so you gotta compensate for your speed and height coming down, plus you're going twice as fast as going up. Oh, I jumped off a van in Florida to make some money.

HOW MUCH DID YOU GET?

$30. (Laughter)

WAS THAT A BET?

Yeah. These guys took us out on a huge 110′ yacht, served us drinks, dinner, everything. It was unreal. They treated us the best we were treated in Florida. Then the next day we had to do a demo, we weren't making money but

MOTIL

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"SOMETIMES YOU ARE COMPLETELY ON THE EDGE...YOU USE YOUR EDGE SO MUCH!"

we didn't care, because they showed us such a good time; so I did the demo, almost all the way through, and I went up to the owner, and told him "Hey, I'll jump off the top of your van for $25," and he goes "Really?" So he makes an announcement, "Rodney Jesse's gonna jump off the top of a van for $25 and we'll have these girls go around and pass a hat." So they did it, and they got like $21, and he says, "Will you do it for that?" And I go, "No, it has to be $25." I didn't want to do it for less than $25. So the guy goes, "Well, I'll throw in $10." So I made about $30 off the deal. I did it three times and didn't make it. So they go, "You ever do this before?" So I say, "Yeah, sure, I've done this . . ." but I never did it before, and there were about 300 people there, they all left the park and came outside where I was doing this. Then, the fourth time, I jumped off; and when I was jumping I got a cramp in my knee, but I still kept going because I was in the air, and I landed on my skateboard and started to roll away—and then my right axle snapped and flew off and I still stayed on and scraped to a stop, just kicked it up and caught it. I couldn't believe I made it! Everybody was screaming and I couldn't believe it. It was hot, and I made some money. Money to party. Florida's really fun: There's lots of bars you can go to, discos, go dancing; plus the people are super nice.

WHAT RADICAL MANEUVERS DO YOU SEE ON THE HORIZON THAT WE HAVEN'T SEEN?

I tried one move . . . you come up and do an aerial and go all the way around, almost like a 360 in the air and come out of it in a fakie. I've done it *one* time, I couldn't believe I made it. I see a lot of people getting into aerials. It seems to be the happening thing right now. But I see they're gonna have to use slide bars to be completely safe; if I were to have had that on mine, nothing would have happened to me at Mission Viejo.

WHAT'S THE BIGGEST BREAKTHROUGH RIGHT NOW IN EQUIPMENT? WOULD IT BE THOSE SLIDE BARS, OR ARE THERE OTHER THINGS THAT ARE MAKING REAL BIG CHANGES?

Wheels, the composition of the wheels. There's a lot of hot wheels out right now.

WHAT KIND OF WHEELS DO YOU RIDE?

Right now, I'm riding Spyder Wheels. I tried those Belair Bolt Wheels, Kryptonics, the green ones, and those Excellerators Wheels—that's about it. There's urethane now that's coming out super resilient, and it's springy, so you get this "Whoosh!" really fast. Some of it's mushy, so you gotta find the right material. Like the Sims Snake; that's hot; it's really resilient, it's hard and fast and it grips.

ARE YOU CHANGING YOUR WHEELS FROM PARK TO PARK?

Yes, I do. At Spring Valley I ride green Krypto's, 65mm or 70mm, and Belair's.

"MUSIC, IT DOES SOMETHING TO MAKE YOU GO FASTER, MAKES YOUR ADRENALIN PUMP."

For bigger places, like Upland, I ride Spyder Wheels.

THAT'S INTERESTING THAT YOU CHANGE THAT MUCH. DO YOU HAVE SEVERAL SKATEBOARDS RIGHT NOW THAT YOU RIDE?

I have a 32" for Upland and Mission Viejo and the bigger parks, about 8¼" wide for more stability. Just like if you were going surfing on a big day, you know, how you bring out a big gun; the same thing with skateboarding. In a smaller place, you get a smaller skateboard. The smallest I use is a 30". Not narrower, either, wider boards are what's happening, because you need all that room to put your foot. Sometimes, you are completely on the edge; on a narrower board, just half your foot will be on, your toes will be hanging off one side and your heel will be hanging off the other. You want your foot completely on the tail. You use your edge so much.

IF YOU BUILT A SKATE PARK, WHAT WOULD IT BE LIKE?

I would put in a full pipe as big as Upland, as long as Mt. Baldy; that would be the first thing, the pipe. A full, complete pipe is the ultimate thing in skateboarding. Then I would put a half pipe with tiles and coping on both sides and have it flush against the wall, like, say Buena Park's; you can go way up there. Tiles and coping on it would be unreal, then you could do slides. It's so bitchin, you know, when you come up fast and just slide your back wheels on the tiles, 4', 5'. Then I'd put a swimming pool in, 13' deep, like the Keyhole; then a reservoir. I'd put showers outside, too.

WHO ARE THE HOTTEST SKATERS YOU'VE SEEN?

Probably, I'd say, Jay Adams, Dennis Martinez, Pineapple and Alva. I haven't seen Tony skate in a while, but I know he still rips. I saw Jay skate a little while ago, he was really good; and I saw Martinez, he's been doing really good lately, really good. Pineapple, I saw him *rip* Mission Viejo; he impressed me. Pineapple seems like he's really versatile; he can go almost anywhere and skate good. Same with Tony and Jay and a couple other Dogtown skaters.

HOW DO YOU THINK YOU COMPARE WITH THOSE GUYS?

Well, I'd say the same. I couldn't say better, because I haven't seen them skate in a long time. Right now I know my skating isn't up to what it could be because I haven't been skating for over a month.

DUE TO THE WEATHER AND THE INJURY?

Yeah.

WHO'S THE MOST UNDER RATED SKATER YOU'VE SEEN?

(Rodney's girlfriend, Themus, points at him) I don't know. Maybe Pineapple; him and his friend Zap . . . I don't know his real name, that's just what they called him. "Zap." There's skaters comin' up all the time; they go skating every day, so they're getting better and better; and the better they get, the more

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"NOW SKATERS ON THE EAST COAST ARE GETTING HOT, FOR SURE, SO I'M NOT SAYING ANYTHING ABOUT 'EM."

hungry they get—until they get hurt—then they either get hurt bad and psych themselves out and quit or keep goin for it and get better and better. Everybody's skating now, you know; you walk down the street and every kid's got a skateboard, just for transportation. It's getting so bizarre, it's insane. They're trying to do anything and everything. And that is a real challenge. When you're a pro, you gotta keep ahead of everybody on everything; some new little trick comes out and people like it, you gotta learn it, you know, just to be in there, because there's always all these little kids trying to take your throne away (laughter). They're all trying to take it away. Everywhere you go, there's always somebody jealous of you, always somebody trying to show you up. I try not to let that bother me at all. The last time I went to Florida, my own teammates from the East Coast team were trying to show me up, and I'm just going, "Later with this! I'll leave for California, I don't have to stay here and take this from these guys." These guys were just East Coasters. Now, skaters on the East Coast are gettin' hot, for sure, so I'm not saying anything about 'em.

ARE YOU STILL THINKING IT?

Yeah. Back in California, there's no way, just *no way* the East Coast will pass up California skaters. No way in the world. They could get as good, but they'll never pass us because this is where it all started, it's the main energy place for skating.

DO YOU EVER SEE IT SWITCHING?

Not out of California. No way!

WELL, WE'VE DEFINITELY GOT THE WEATHER AND A FEW OTHER ADVANTAGES.

Well, like, the guys that live up in L.A. are so intense, and where I live in Leucadia, it's so mellow, it's slow, so you kinda take your time. So I guess that could affect the way you're skating after awhile; but up in L.A., they're constantly moving, constantly radical, so your energy is always high because there's so much excitement in the air. Plus, there's so much money around that it's making more energy, making you higher, making you want more. The more you skate the more you want, if you're getting paid for it. Somehow, some way, you know you'll get rewarded.

Rodney Jesse (right), fine-tuning aerial arcs at Spring Valley; stroboscopically bunny hopping at Carlsbad (below); and (opposite) a transparent-see of R.J.'s rapid vertical kick-turn. Photos by Warren Bolster

RAD
RAMP

Skate Parks:

part eighteen

by Brian Gillogly

SKAPISTAS DE MEXICO, TIJUANA, reflects both the increasingly international character of the sport and the fact that the Baja California town where it is located lies just across the border from skate energy center, San Diego. Some spillover was inevitable. During the last few years, local kids from even the most depressed areas of Tijuana have been seen riding their own boards (albeit cheap models) on the few negotiable streets, sidewalks and dry concrete riverbeds of that city. Now, at least for the offspring of the burgeoning middle class who can afford the rates, there is a skate park. Although Spring Valley's Mike and Jim Alesi provided able consultation, the design suffers somewhat from a bumpy surfacing. More impressive is the elaborate tri-level pro shop/administration building, which offers disco-like interiors and a good perspective on the action outside. Still, the developers view this as only a pilot project which, if successful, may herald the construction of as many as eighteen more *skapistas* in other population centers of that country.

Photos: Jim Goodrich

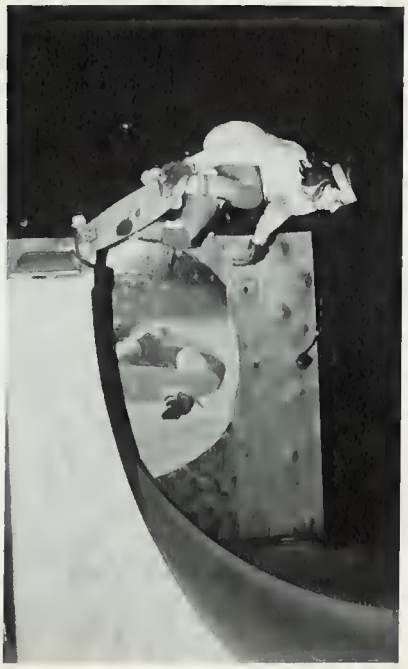
Skate Parks

(Above) Un bueno lip slide de Jim Alesi.
(Above right) Partial overview of bowls and mogul area.
(Right) Skapistas—Tijuana.
Photos: Goodrich

Skate Parks

SKATOPIA, Northport, New York, features the permanence of shotcrete runs plus the versatility of a controlled environment. As far as we know, it is the first such park world-wide.

EAST COAST SKATE ARENA, Huntington, Long Island, has been previously touched upon in SKATEBOARDER. Suffice it to say that the Arena takes full advantage of its former warehouse structure—the original walls not only help keep out the elements, they provide extra vertical beyond the 12′ banks.



(Right) Not your average cinder block extension.
(Far Right) George Smalley hitting wood on wood.
Photos: Glen Friedman

FREE FLIGHT SKATE PARK, Carrolton, Texas, was also the subject of earlier discussion in these pages. Opened in early October on a large site just North of Dallas, the layout is uncramped yet efficient, in keeping with the indigenous "wide open spaces" philosophy and local land values. The freestyle area is a considerable 9,600 square feet with walls ranging from 4′ to 18′ high. The banked slalom, on the other hand, runs 225′ and terminates in a 10′ bowl. The serpentine, described as a "curving half pipe," is 340′ long with a 30′ drop in elevation; and the inner bowl (surrounded by the serpentine) is reserved for those experienced skaters capable of handling its up to 18′ high walls. According to spokesman, Dick Dillingham, because they have set aside plenty of area for expansion, the overall design may evolve to include pools, pipes and other structures which prove their "true popularity . . . over a period of time."

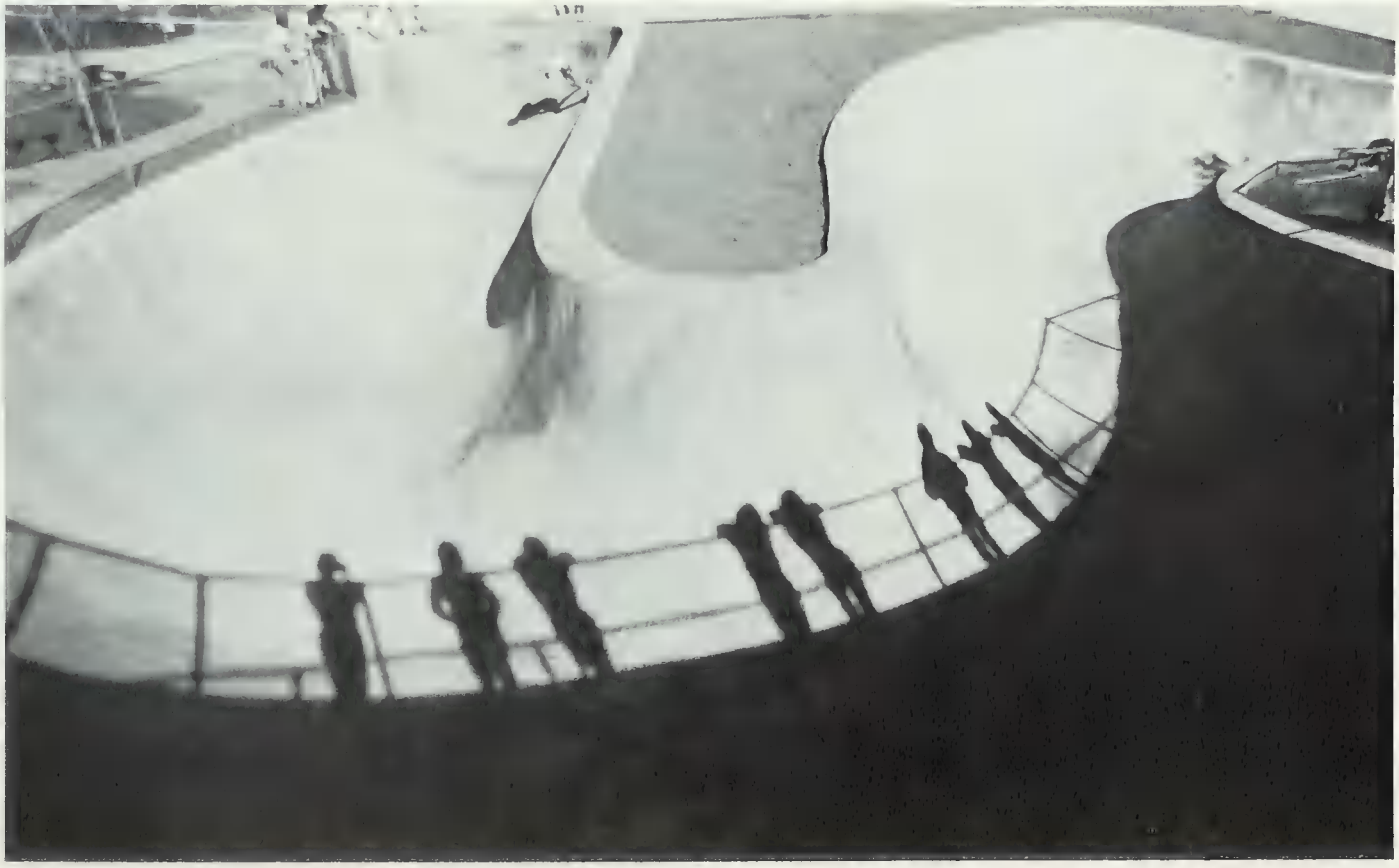
(Left) Aerial view during "Zorlac" competition last Fall. Photo: Courtesy of Free Flight.
(Below) Free flier, Glenn Wood. Photo: Jeff Newton

Skate Parks

ALOHA SKATE TOWN, Agoura, California, is most obviously unique in its use of tinted shotcrete. A "sunset rose" color is used to minimize glare in the four runs, as well as for "product identification." (The latter reasoning explains the present tan walkways and the planned green separation strips.) The runs themselves are cut along the side of a hill, allowing sufficient momentum throughout. The 430′ advanced serpentine, a "Grand Canyon" run, for instance, cuts like a bobsled course through seven bends of up to 13½′ in height. Alongside is the 30′ to 80′ "Whale Bowl" with walls varying from 45 degrees to vertical. That, in turn, is neighbored by the shallower "Spaghetti Run" and "Wallos," respectively 125′ and 120′ in length.

(Above) Brad Bowman. Advanced or "Grand Canyon" run. Photo: Ray Allen.
(Above Left) "Grand Canyon" run winds through steep bends to an eventual uphill runoff. Photo: Jeff Ruiz
(Below) Another perspective down the line. Photo: Allen

(Above Right) Turning on by turning off the top—Brad Bowman. Photo: Allen
(Below Right) Aloha Skate Town—full view. Photo: Allen



Skate Parks

NATIONAL SKATEBOARD PARK, Lake City, Georgia, is a 50,000 square foot (actual skating area) facility developed last year by Bill and Audrey Sammons. Due to the flat natural terrain, two hills were created on the site, allowing a 400′ run which snakes downward 20′ and a 300′ slalom which drops 16′. A 15,000 square foot freestyle area, a butterfly bowl and a 12′ deep pro bowl round out the picture.

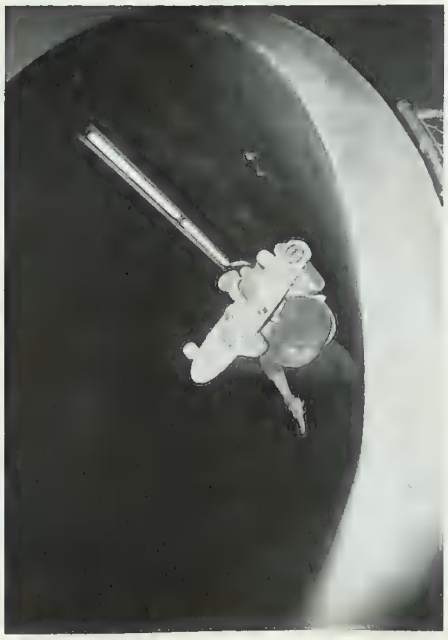
(Left) Punkey Whooten testing aerial expertise and friendships.
(Above) Precarious one-foot carve in the serpentine by Mark Schug.
(Top) Although obviously lacking in vertical wall, feedback on Lake City's park is otherwise favorable.
Photos: Ray Allen.

Skate Parks

THE PIPELINE SKATE PARK, Upland, California, is probably the best known second generation park world-wide. The reasons are obvious—the 15′ bowl, the 13′ bowl and the 20′ full pipe (from which the facility derives its name). The Pipeline remains a trend-setting skate environment in terms of its design, although (basically for reasons of insurance) few other full tubes have yet been erected. And, similarly significant, Upland continues to be one of the sport's major proving grounds . . . as a ready supply of often amazing photos attests.

(Left) Harvey Hawks, an incredibly versatile Southern California skater (speed runs, slalom, freestyle, etc.), is noted for smooth moves in Upland's 13′ bowl. Photo: Jim Cassimus

(Above) Vintage Orton antics. The previous consensus was that nobody does aerials from that side of the pipe . . . I guess no one told George.
(Right) Hawk's flight. Harvey, pushing off during one of his unusual aerial berts.
(Far Right) Doug Schneider holds firm his rep as the most consistently high skater in Upland's tube.
Photos: Cassimus



Skate Parks

SKATEBOARD ODYSSEY, Mission Viejo, California, has the welcome distinction of being the most profitable Southern California skate park during that area's drought-breaking deluge early this year. Remarks Mike Weed, "We've had some pretty juicy sessions

(Above) Shogo Kubo, directing momentum in the favorite half pipe. Photo: Bolster
(Below) Robert Valdez, regarded as one of the best to frequent the park, seems to actually emanate a hot red glow in the popular 6' deep bowl. Photo: Jim Cassimus

(Below) Darrell Miller somehow maintains enough speed to jam his tail block against the half pipe fence.

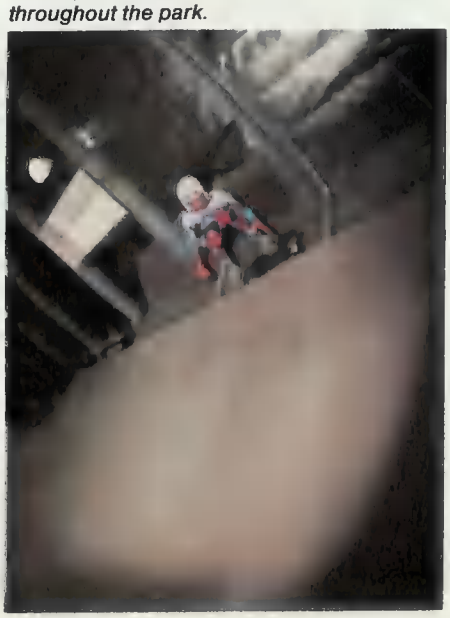
when it's been raining!" This park is the only one we know of besides North Port's Skatopia to feature shotcrete runs indoors. The layout consists of two snakes, two half pipes and a four-bowl cloverleaf with tiles and coping, which were designed by artist, Art Kent, to (among other things) "maximize the three dimensional space." As such, the two 17′ diameter half pipes are entered atop an 8′ high platform, making for an unusual, quick initial drop. As Art sums up, "The runs are short but very intense, which was the main goal in the park."

(Above) Valdez—clover bowl.

Photos: Cassimus

(Below) Valdez, carving two wheels on the rim of the six-footer.

(Below) Valdez pulls off incredible moves throughout the park.



Skate Parks

SKATE-AWAY SKATEBOARD ARENA, Nanuet, New York, opened last February 1st, providing 8,000 square feet of skateable surface within a former warehouse. The inclined surfaces, made exclusively of plywood, include two 8′-wide partial pipes, a small kickturn ramp, and an 80′ long half pipe (actually set at 85 degrees).

(Above) One of Skate-Away's isolated partial pipes.
(Right) For safety considerations, this 80′ long ramp curves upward just under vertical.
(Opposite Page) Long Islander, John Woodstock, skating away in the dead of Winter. Photos: Glen Friedman.

Other Skate Park Entities:

THE CONCRETE CONNECTION SKATEBOARD PARK, Charlotte, North Carolina. One of the few Eastern parks with vertical—reportedly, 4′ in the pro bowl—this 2½ acre development became operational last October 16th. The layout also provides a beginner's and an intermediate's level bowl, a 500′ snake, a 250′ slalom run, a 150′ long half pipe and a freestyle/mogul area.

COUNTRY SURF'N, Springfield Illinois. Indiana skater, Craig Grabow, brings this facility to our attention. The main features, says Craig, consist of a 30′ bowl, an 8′ circular bowl and a banked freestyle area. His overall assessment: "I found the park quite good."

DESERT SURFING SKATEBOARD PARK, El Paso, Texas. Opened last October 8th, this design is a modified and extended version of Anaheim's Concrete Wave. According to owner, John Brooks, the $150,000.00 total investment has yielded a full acre of skating area and a "super" response from the locals.

EARTH SURF, El Paso, Texas. Located only 15 miles from the preceding facility, this 37,000 square foot of skating area was opened to the public just a month before. Owner, Joe Ayoul, provides therein three runs, each ending in its own bowl, the largest of which is 16′ deep.

E J'S SKATEWAVES, Spokane, Washington. Spokane rider, Rick Wyatt, sends word of this upcoming facility. The diversified layout was conceived to accommodate all levels of skating ability, providing especially well for the advanced group with a double bowl (25′ deep at one end), a snake/half pipe run with up to 5′ of vertical and a 15′ deep swimming pool with 4′ of vertical.

GRAND PRIX OF POMONA SKATE PARK, Pomona, California. Located a short distance from the Upland Pipeline, this new facility is billed as providing "the best from skate parks around the world." Included in the layout are various curvilinear forms plus an electrically-timed speed run for slalom, motorized skatecars and ¾ size Indy cars.

GREAT BAY ARENA, Newington, New Hampshire. According to Louie Georgopoulos, owner of this all-weather facility, it is not only "the world's first indoor fiberglass park but the biggest indoor (facility) yet." Opened last October 15th in a former ice skating arena, the $650,000.00 development has 20,000 square feet of skating area which takes in International Sports and Recreation's standard fiberglass structures and a large freestyle area on the original smooth concrete surface.

ISLAND SKATEBOARD, Staten Island, New York. Another indoor park, Island Skateboard's banks feature all-wood construction. Comments Brooklyn skater, Steven Langdan, of the main area, "You start off from a 25′ launching ramp and climb a 30′ wall with at least 10′ of vertical . . . I was stoked by it."

JAPAN SKATEBOARD BUSINESS ASSOCIATION (JSBA). Headed by Yoshiaki "Hank" Nakamoto and represented in the U.S.A. by Joseph Garrie, the JSBA was founded in January, 1977, to promote skateboarding in Japan. Though a non-profit association, it will be involved in the development of six "modern" skate parks in that country during this Spring and Summer. Insurance coverage has already been guaranteed and minimum safety standards in design and riding equipment are being set.

KISSIMMEE SKATEBOARD WORLD, Kissimmee, Florida. Formerly Kissimmee Skateboard Park, this 4 acre facility was recently purchased by Skateboard Parks of Indiana, Inc. Further plans for the S.P.I., according to President, Tom McComb, include the "construction of eight parks in Indiana which will be geared for year-round operation and based on designs by the country's leading designers."

LAS VEGAS DESERT SURF, Las Vegas, Nevada. This expansive facility (80,000 square feet of riding surface) opened last October 22nd on a site two miles West of the famous Las Vegas Strip. Among the prominent features are a 450′ serpentine, a large mogul and bowl field and a 220′ half tube. As a measure of how well this particular financial gamble has paid off for local skaters, Manager, Mike Haigwood, remarks of the 20′ deep half pipe, "Some of the good skaters are already getting two wheels out."

NOVA SKATE PARK, Brunswick, Georgia. Another new Georgia park (there are reports of a third facility in Decatur and a fourth coming up in Athens), the Nova design offers five different components: A 250′ giant slalom, a 20,000 square foot beginner and freestyle area, a 16′ deep and 140′ long half pipe, a 400′ snake and a swimming pool-type bowl with 4′ of vertical.

SKATEBOARD SLOPES, San Antonio, Texas. An excellent beginning for this city, San Antonio's first skateboard park provides a good range of designs—two snakes, a conventional bowl, a "light bulb-shaped bowl," a cloverleaf bowl, a reservoir-type basin and a 120′ half pipe with up to 4′ of vertical.

ONTARIO SKATEBOARD PARKS, LTD., Markham, Canada. Ontario's first skate park boasts "an exciting layout consisting of an advanced and a beginner's snake run, a half pipe, an intermediate bowl, an advanced pool and an excellent freestyle area." The group also plans the construction of other skate facilities in the Southern Ontario area.

RAINBOW WAVE SKATEPARK, Tampa, Florida. Designed and developed by Kit Traverso, a self-proclaimed "hanger-on from the mid-Sixties 'clay' era," and his wife, Lynda, the Rainbow Wave looks to be a well conceived, progressive park. The various contours have been drawn from the most successful California facilities with a critical eye toward maintaining a quality surface. Significantly, care has also been taken in preserving the natural surroundings, particularly the oaks which surround the property. Says Kit, "We tried to keep the idea of 'park' in the word, 'skate park.' "

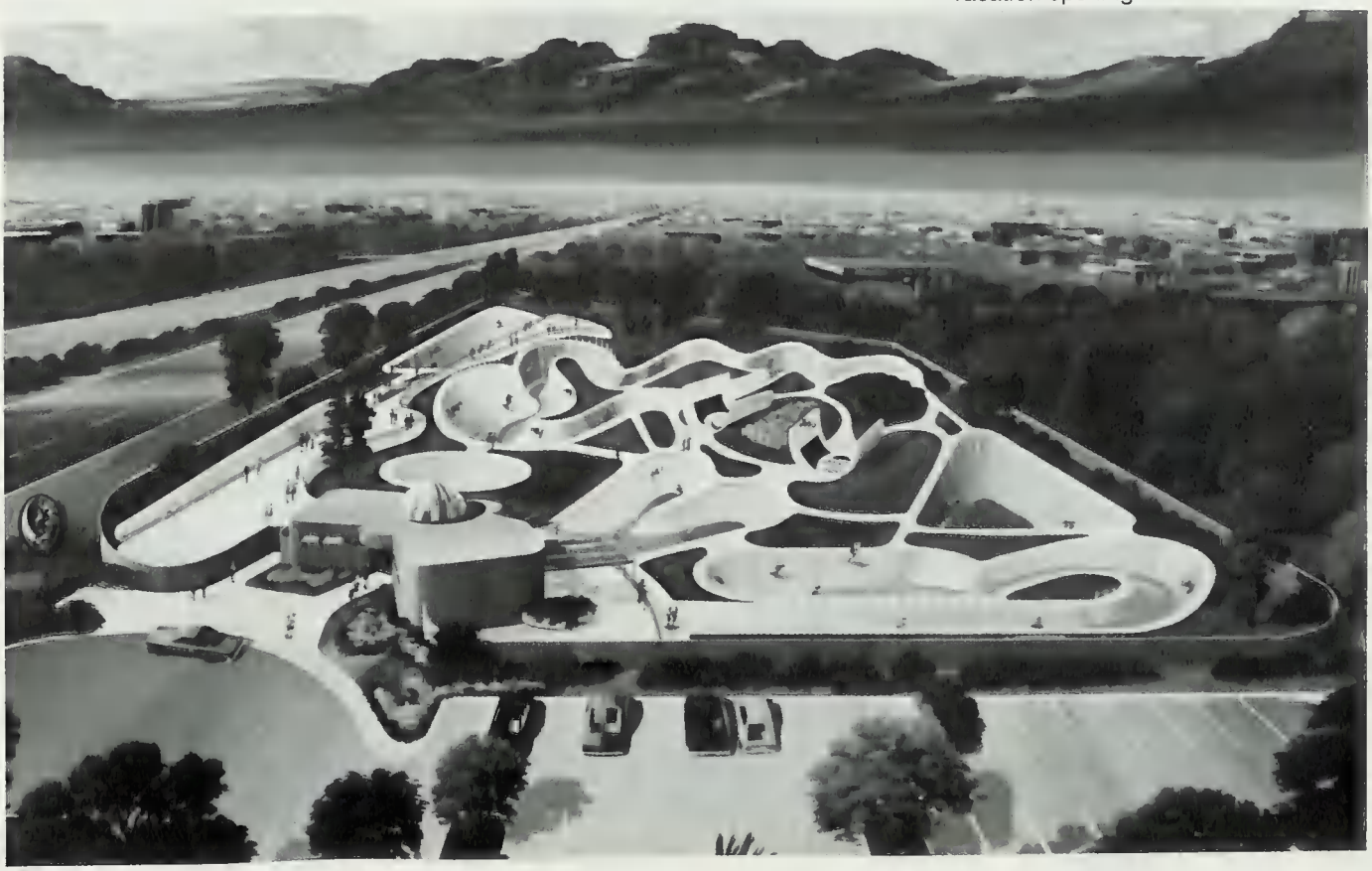
SKATER TOWN, Little Rock, Arkansas. Arkansas' first skate park, this two acre facility was opened last November by Mid-America Skate Parks, headed by John Toney. Reportedly, the layout consists of a freestyle area, a slalom, serpentine runs and a swimming pool-type bowl. A waterslide is planned for this Summer on the adjacent property.

SKATEWORLD, Alexandria, Virginia. Local, Steven Hu, clued us in on this new design. Included among the various contours is a set of inter-connecting bowls and a "rather tight" 9′ deep pool with tiles and coping. Steven's critique: "The park is obviously aimed at the typical rad skater."

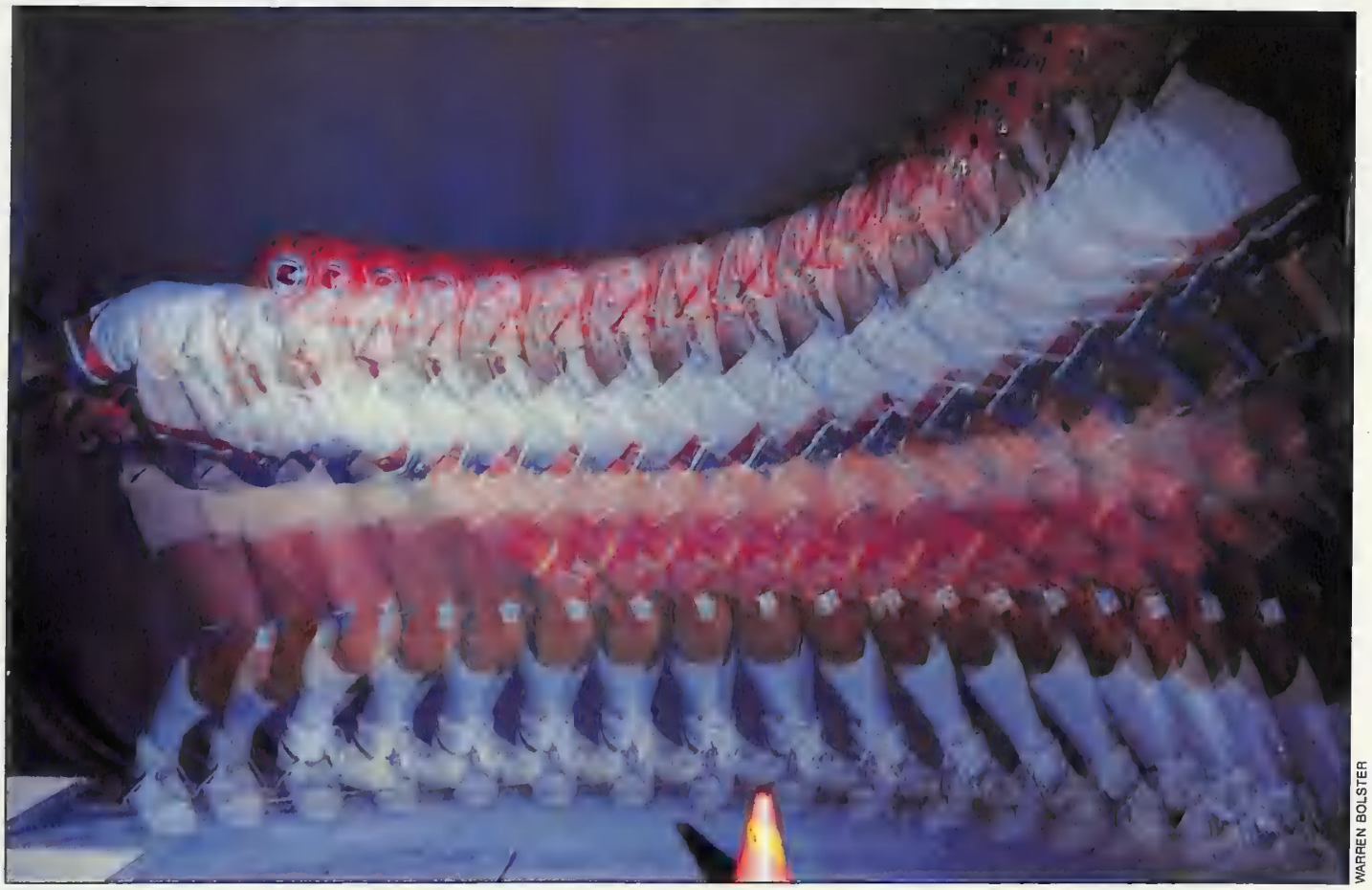
WILD WAVES SKATE PARK, Erie, Pennsylvania. This relatively simplistic structure, according to skater, Bob Way, consists of two 4 to 5′ deep runs, one emptying into a freestyle area and the other into a bowl. Although first opened about a year ago, Wild Waves has been closed through the Winter months, awaiting the Spring thaw and a resumption of hot local action.

PHILADELPHIA SKATEBOARD PARK, Philadelphia, Pennsylvania, is the new name of the former "Paved Wave," another upcoming park.

THE GALAXY, Northridge, California, in the San Fernando Valley, is a million dollar skate park due for a pre-Summer vacation opening.



FOCUS



WARREN BOLSTER

High-speed slalom strobal of
Henry Hester in motion.
(Opposite page)
A split-second strobal disection
of Waldo Autry.

TRAILER
WARREN BOLSTER

FOCUS

JIM GOODRICH

Blurred conveying of the playing.
(Opposite page)
Freezing the feeling
by melting the motion.

RICHARD DAVIS

SkateBoarder

Enjoying vertical climes in the Virgin Islands.

GUY MOTIL

P.P.P

CRAIG FINEMAN

Lonnie Toft, fitting
a square peg into a round hole.
(Opposite page)
Jack Waterman, cornering.

TOM SIMS

JIM CASSIMUS

A controlled detachment
by Dennis Martinez.
(Opposite page)
The planes have been changed
to project the individual.
John Drury.

TOM SIMS

TOM SIMS

JIM CASSIMUS

Hot New Zealander, Peter Boronsky,
applying aerial techniques
at Upland.
(Opposite page)
A skater identified only as Charley,
smoking the pipe at Upland.

CHARLOTTE AMALIE, U.S. VIRGIN ISLANDS

Virgin Islands

SCOTT SENATORE

64°50'W 18°2'N The trim black schooner slipped into the bay under the peaceful twilight sky, sailing beneath the shadow of the bluff named Bluebeard Castle, where the famous pirate is supposed to have had a lookout. The "Brethren of the Coast"—pirates—roamed these waters extensively in the early 1800's, using the Virgin Islands archipelago as a base of operations. They waged a highly successful reign of terror from the Gulf of Mexico up the Atlantic Coast and throughout the Caribbean. It's estimated that over 100,000 pieces of eight still lie buried in the British Virgin Islands alone. Bluebeard Castle is now a hotel. Nearby, another bluff functioned as the stronghold of Edward Teach, better known as Blackbeard.

Blackbeard was one of the most ruthless of the buccaneers. He terrified his crewmen and associates as well as his victims. One of his favorite amusements was to create his own small Hell below decks on his ship by battening down the hatches and igniting sulpur in the hold. His crew then followed him down below to see who could hang in there the longest. According to the story, he always won. The legend that he was the devil incarnate grew as a result—until his head was finally placed on the bowsprit of an English warship off the Carolinas.

The black schooner, now safely anchored in the harbor, broke down its rigging and the crew settled down for the night.

Virgin Islands:

NUBIE, A ST. THOMAS LOCAL

From the air, the Caribbean looked very much as I had expected: Dark blue water changing to a light turquoise in the shallows with emerald green islands. The ragged coastline, steep cliffs and sheer number of little islands indicate the volcanic origins of the chain, the shallow coral reefs giving clue to the tropical nature of the climate and surrounding waters. From an altitude of several thousand feet, the view is awe inspiring.

In 1493, on his maiden voyage to the "new world," Christopher Columbus discovered the Virgin Islands, naming them after The Virgins of St. Ursula, the sailors' patron saint. By the time the first permanent settlement on St. Thomas had been established by Denmark in 1672, the last of the original Carib Indian inhabitants had been eliminated by the Spaniards.

Charlotte Amalie, the capital, was declared a free port by the King of Denmark as early as 1764 and enjoyed a reputation as one of the key centers of trade in the Caribbean, both legal and "of such traffic as the French, English, Dutch and Spaniards dare not carry on publicly in their own islands."

The slave trade which flourished here for almost two hundred years eventually brought members of over twenty African tribes into these islands which now have a population of about eighty percent Blacks. The slaves in the Virgin Islands were given many freedoms and benefits not experienced elsewhere, such as compulsory education and the right to bear arms. This situation has produced a highly educated Black population and, today, a completely integrated society.

Denmark retained possession of the Virgin Islands until they were purchased by the United States for twenty-five million dollars in 1917 because of their strategic location. Charlotte Amalie, still a free port and the center of the Virgin Islands' most lucrative industry, tourism, was to be our home base for the remainder of the trip.

Our landing at Harry S. Truman Airport was noteworthy on two counts. The first was that we made it! St. Thomas is notorious for its short runway. The week before, a flight had actually overshot the landing area and crashed. I figured that no major airlines would have scheduled flights anywhere without the proper safety precautions, but all the passengers were buzzing about the problem, so I guess we all considered

the possibilities, however remote. The second was that, as we deplaned, a calypso steel band began knocking out a totally Caribbean beat that immediately put us into the right frame of mind. We found out later that the band was there to greet some visiting dignitary whose plane was late and arrived after we did.

Surfer/Skater Greg Loehr, who was to be our "guide" for a few days, met us at the terminal, an old converted WWII aircraft hanger. We collected our gear, rented two cars and took off for Yacht Haven to find a place to stay. Greg passed along the information that a cold front was moving through Florida and would probably produce some surf in several days. We were also surprised to hear that the skate scene on St. Thomas was more sophisticated than we originally thought, though Greg had no details.

We finally acquired three rooms at the Sheraton Hotel right at the yacht dock. Dinner that night was great. After a week of our own brand of "home cooking" in Puerto Rico, the hotel's menu was a welcome relief. During dinner several discovered that here, as in Puerto Rico, the cocktails are highly potent as the rum is actually cheaper than the fruit juice they mix it with. Needless to say, we all slept quite well that night.

An early look at the ocean the next morning just proved our suspicions that the swell from Florida hadn't yet arrived. So we did a little sightseeing to look over the island and scout some potential skate spots. At Independence Park in downtown Charlotte Amalie, Stacy and Kent decided to see what would happen if they put on a little impromptu freestyle "demo" like we had done at Rincon, Puerto Rico. A really large crowd never gathered but the kids that showed up surprised us all by doing some rather innovative freestyle of their own, even to the extent of working in pairs. They also informed us that the real show occurred on Sunday when the very enlightened Parks & Recreation Department officials blocked off a road up in the hills and let the kids on the island skate there. We were also informed that, just a couple of weeks before, they had completed construction on the first half of a 10′ high ramp modeled after the original Pepsi Ramp. We were stoked and agreed to meet them all there on Sunday.

We spent the next several days taking it easy, sightseeing and getting some

KENT SENATORE

Virgin Islands:

THE ST. THOMAS PARKS AND RECREATION DEPARTMENT

KENT SENATORE

sun on the beach. Late Friday morning the surf began to show some size. By mid-afternoon the swell had hit and we were in the water enjoying the first surf we'd gotten on the entire trip. Unfortunately, St. Thomas doesn't have any classic surf spots so we made plans to go to another spot in the Caribbean the next morning if the swell held its power.

The next day, an early morning surf check showed the surf still had some size; so we packed our gear and headed for the harbor. With over 68 islands and quays in the Virgin Islands and thousands more to the East, the chances of finding better surf than on St. Thomas seemed pretty high. After a several-hours-long boat ride and a short stay with Customs and Immigration, Greg directed us to a peaceful little bay with two reef breaks. The swell peaked that afternoon and, as is quite common in the Atlantic, the size dropped rapidly.

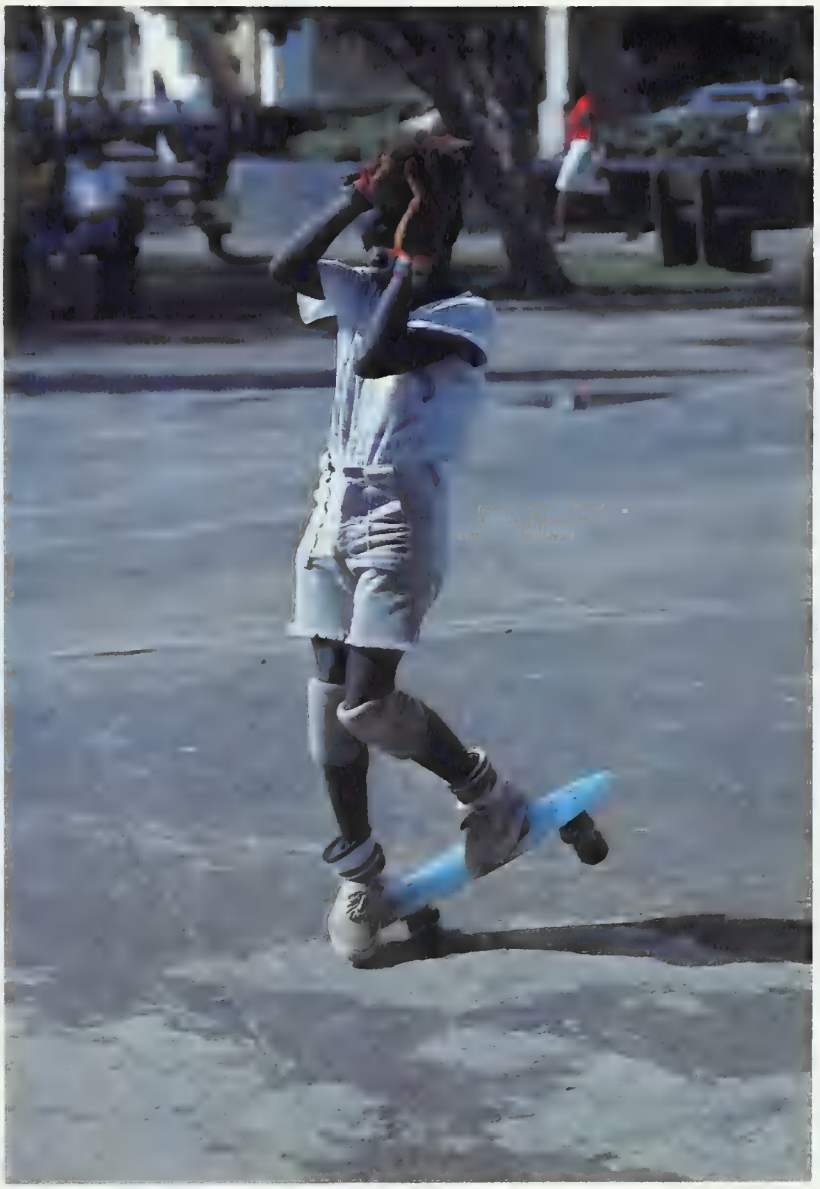
We did, however, surf several hours of good waves with the wind switching from off-shore to non-existent and back again all afternoon. Stacy and Greg, the two goofy foots, ripped the lefts while the rest of us took turns, theoretically, on the rights. Paul blew us all away by riding a canvas surfmat on the fast peeling rights as well as any of us with surfboards. Somehow he'd hold the most critical trim in the hollow sections, then, as the wave would slow, he'd maintain his tight positioning by side-slipping or actually cutting back.

Everyone was pretty tired by the time we got aboard for the cruise back to Charlotte Amalie and U.S. soil. Scott and Kent took the opportunity to catch some sleep in the cabin while the rest of the crew watched the sunset over St. Thomas from the bow of the boat.

Sunday morning dawned early and we were all buzzing with excitement over the skating possibilities for the day. After breakfast the skaters loosened up in the parking lot of the hotel and soon we were off to the top of the island to try out the ramp.

We got to the skate site early but already a crowd was beginning to gather. The police had cordoned off the road and a paramedic crew was on hand to treat any potential injuries. Pretty soon a truck brought the ramp, everyone pitched in to unload it and get it into position . . . the skating was under way. After a few very cautious runs the guys began to get more and more confidence

A CHARLOTTE AMALIE LOCAL



GARY, INDEPENDENCE PARK, CHARLOTTE AMALIE, U.S.V.I.

in the ramp and some pretty heavy skating began to take place.

The ramp's construction and design were excellent and about the only complaint heard was that the surface of the hard wood was a bit more slippery than would be optimum. All things considered, it's one of the best mobile ramps I've seen and I only hope that the other half has been completed so that the skaters on St. Thomas can try the half-pipe design originally conceived.

After a short warm-up session on the ramp, slalom cones were set up and everyone that dared took a timed run on the course. With skating being so new in the Caribbean, many of the skaters are not yet proficient at some of the more difficult aspects of the sport. Some of the beginning local skaters suffered heavy verbal abuse from their friends on the sidelines when they attempted to negotiate the cones, but many of them took several timed runs anyway. Most of their times improved with each run. Stacy and Kent dominated the event (Stacy coming in first) but with the interchange of ideas going on there, the Virgin Islands' crew should by now be knocking seconds off their times.

A freestyle demo by both the Californians and several of the hotter local skaters was next on the agenda and even though the skating was good, everyone seemed anxious to ride the ramp again. This time Stacy, Kent and Scott really let loose. Stacy showed his freestyle-influenced vertical approach, pulling some pretty impressive slides and a few one-wheelers. Kent, on the other hand, concentrated on his radical aerials while Scott, even though inconsistent, pulled off some exciting one-wheelers and even a couple of successful tail-taps. With the azure Caribbean Sea on one side and the lush green hills of St. Thomas on the other, Hal and Craig had a field day filming the skate action as well as some interesting incidents on the sidelines.

By late the next afternoon we were packed up and aboard a flight heading back to California, with numerous stops along the way. As I peered out of the window toward the setting sun, a trim black schooner in full sail broke through the water in the last channel and headed into open seas.

VIRGIN ISLAND

Who's Hot!

Davey Andrews

26 years old, rides for Team Bahne

Have you ever felt that you were witnessing something so purely natural that all you could sense was respectful awe with no chance for envy, just involuntary respect—like the impression Mama Nature leaves you with, even in the city? Well, I must confess that this was the feeling I wanted to relate to the team that Sunday morning when Davey and I showed up at the Bahne factory. Like the few other existing skate teams at that time, we at Team Bahne were building. It had taken a long time during numerous P.B. surf sessions to convince Davey just to come to one of our practices. Believe it or not, he wasn't really interested in becoming a skate hero. In hindsight, I'm positive it wasn't self-doubt but rather an intentional self-centered desire not to further complicate an already satisfying lifestyle. I'm sure he finally agreed to join us not out of curiosity but as a favor.

We were building for the future—not just the future of our team, but also for the tenuous future of a nearly deceased sport that most people felt safe in putting down as being a fast-fading fad of yesteryear. I take a great deal of personal satisfaction that the following two years have proved that what the sport needed was individuals who accept the challenge to prove all the doom-sayers wrong. Now they're nothing more than unemployed "grave diggers."

Davey arrived on our scene in the early Winter of 1975. Remember, back then we were all dying on the vine. Frustration and competitive skateboarding were unruly bedfellows. Try as we did, it seemed as if we were just fooling ourselves about having any real future. It was during this time that Pappy came into our midst. In my opinion, this is why he chose to stay. It was readily obvious, even to a hard-core surf hippie, that the sport of skateboarding was smack dab in the middle of nowheresville. There was plenty of room for another social refugee without the problem of having to displace some old face to make room for the new one. And that defines the essence and simplistic beauty of our Mr. Andrews: Too much soul to lose control. There can't be much fun if you are plagued with hassles, especially when they belong to other people.

Surfing was—and still is—his life's goal. If he can surf when he wants to, he knows he's still effectively coping with his life. Fortunately for all of us, he saw that skating could enhance his surfing experience. If you turn back a bit, you'll remember that that's exactly how our sport evolved—from something to have fun with when one's real love of life blew-out or was too down.

Competitive experiences were to be a new feature for him. It probably even frightened him somewhat. Because of this, he felt it to be to his advantage to approach racing in a totally different manner than previous "up-and-coming" team riders; he wanted to remain an amateur. The present head trips of the pros could have easily driven him out of a sport he was becoming fond of. He wanted to pursue fun, not frustration. It is this selfish—but admirable—trait which enabled him immediately to fit into our abnormal team situation. We prided ourselves in the fact that we were different from the norm of the skating populace, and Davey must have felt he could help us in staying different.

Davey raced in all the major events from the Cow Palace to La Costa. In every outing, he managed to consistently place in the top three. Not many of his friends were able to understand his reluctance to turn pro. But the passage of time was the teacher, and Davey was left to flow with his sport. He let it grow while he remained where he wanted to be: Into himself and heavily into the building of his team (folks like Patrick Flanagan, Dennis Martinez, Bobby Boyden, Ellen Berryman and Rod Fukumoto). He was the main mover in events like that outrageous July Fourth Anaheim Beach Boys concert performance which involved skaters from all over California. Wherever he found himself, he impressed those who came for their initial encounter with skating as being an asset to all our efforts. He is definitely one of those magical people who doesn't even have to try to spread enjoyment. It just seems to radiate from natural pride in himself.

I guess it's just like a part out of an old movie script that during his dues-paying years our sport began to slowly evolve out of the dark ages in which we had allowed it to lose itself. Our pros began to awaken to the reality of the dire need for all of us to push the sport—because, if we didn't, we would find ourselves back in the old days again, maybe even to the point of having to cruise on the proverbial two-by-four nailed to an old roller skate.

To our folk hero, the thought of turning pro and whatever that could involve was more than just showing up for a race. He had become used to knowing his worth and enjoying his placings. Sure enough, a proper and worthwhile debut setting presented itself in the form of a full-on race rumored to be coming up in Akron, Ohio, a pre-Summer gig for those reputable enough to cop an invitation. Davey was invited to join that long list of veteran racers even though no one had any idea who he was; the older pros seemed more than happy to have a chance at spilling some new blood. There were only nine racers good enough to beat him and twice as many came all that way only to see his back.

Most of the same established racers had their second chance to experience his little-known talents at Long Beach later that Fall. Different course, better results. When that episode was over, he

With finesse and an over-all command of the course, relative unknown, David Andrews, took second at last January's Hester Pro against some of the best in the business. Photo: Henry Hester

had managed to walk away with sixth place. Davey who? Then, out of the clear blue, came an invitation for him to see what he could get away with on Santa Catalina Island. Competing with the largest racing roster in our sport's history, he skated into twelfth place. But even more personally satisfying than his short and thoroughly successful pro career was the amazing and totally unexpected fourth place by teammate Ellen Berryman. Pride in others surely enhances pride in ones' self.

If the handle, "up-and-coming," was Davey's in 1977, we should now begin looking for another for 1978. In what will hopefully be fully appreciated by all us skate racers, our own Henry Hester set a precedent for our progressing sport. Leave it to the master to see what has long been needed, namely a totally non-manufacturer's race . . . the first *racer's* race since Del Mar. If Akron had seemed prime for Pappy, this one was fit to a tee. The course was pre-set more than a month in advance: No secrets, surprises or disappointments; if you want to race, be there; show what you know, take home what you deserve. Davey did his homework well. Anyone upset about coming in second to Skoldberg while beating John Hutson on *any* course is being purely foolish . . . which brings us to my basic point: Mrs. Andrews raised no fools.

DENIS SHUFELDT

Who's Hot!

John Hughes

23 years old, rides for Sims/Firestone Welding

While John may race for keeps, he prefers to keep his vertical adventures recreational. Firestone half-pipe. Photo: Bolster

Gliding his 3½′ custom Turner through the air in kneeling position or along the pavement on his back, Cardiff speed skater/daredevil John Hughes is always undaunted, always impressive. He's also a borderline case on the proverbial mark between genius and insanity. John has been known to coast the length of La Costa's slalom hill on his knees, only to launch himself (at 40 m.p.h.) off a 1½′ kickturn ramp—and land intact! Or, lying back, he will negotiate the near half-mile Black Hill run and, pushing 60 m.p.h., suddenly jam on his "foot brakes"—that is, pull his front wheels off the ground ("for extra pressure") while grinding his Van's tennis shoes into the pavement, actually smoking to a halt. "I just want to blow people away," he explains, showing that there can be a fine line, too, between a colorful character and a certified lunatic.

Despite a constant and outrageous flow of words and deeds, John *is* the skateboard speed expert he claims to be. Probably more than any other rider, he has reduced this curious aspect of the sport down to a science. Early evidence came in June of 1977 at the second Signal Hill Speed Run where, as a result of a tie-breaking third run for the second place spot against his buddy, Tommy Ryan, John matched Sam Puccio's then "official" world record of 54 m.p.h. (Puccio only was entered in the Guinness World Book of Records, however, because he achieved the record speed within the originally allotted two runs.) More recently, having switched from the kneeling, head-down fairing stance he pioneered, Hughes has been riding Black Hill in literal laid-back style, adding 10 m.p.h. to that hill's speed barrier (for skateboards *or* skatecars), once calculated at 55 m.p.h. "It's just a matter of the right line," he says. John is one of the few who have taken the drop often enough to know that line.

Though a surfer since age 8, John only learned to skateboard three years ago in the heyday of the Escondido Reservoir. "John O'Malley and I met there," he recounts, "and we tried to keep it open by clearing it up and going to the city council meetings." From there, Hughes went on to help with the construction and subsequent operation of Graham and O'Malley's Carlsbad Skate Park, early on kneeriding a semi-conventional Turner in the park "because nobody else did it that way."

John was quick to note the potential of his low center of gravity, low wind resistance mode of transit and soon afterward set his sights on a specific goal. "I went to Bob Turner and asked him to make me a kneeboard to ride Signal Hill. He just said, 'You're nuts.' " But Bob constructed the board nonetheless, building a similar version for Tommy Ryan, whom John had sold on the concept more easily. Despite —or, perhaps, because of—having come so close to winning at Signal Hill that year, John's original objective remains firm: "I want the record!"

It is for that reason that at Signal Hill #4, John will be abandoning his somewhat purist notion of open-air speed racing in favor of a highly-engineered, efficiently-foiled skatecar.("The cars are obviously going to beat the open-air class, just like last year.") A far cry from his relatively simplistic present board of high-density foam and fiberglass (with sculpted kneewells), John's new vehicle will include (among other things) shocks, special low-friction wheels and a transparent polycarbonate shell. The design will reportedly represent a total investment of $5,000, plus untold hours of research and development by John and former Indy car builder (and present skate ramp developer), Doug Firestone, who is also sponsoring the project. "Doug knows everything there is to know about speed," remarks John. "We can come up with a car that possibly can do 90 m.p.h. (at Signal Hill) from a dead stop." Put in perspective, that's 33 m.p.h. over last Spring's record which, it should be mentioned, involved a two-man push-off.

As for the more explicitly exhibitionist side of his riding, John sees himself as eventually achieving a reputation as a skateboarding version of Evel Knievel. In the works is a ramp-to-ramp jump over two cars and a high tumbling jump (replete with flares) over a stage during a rock concert. "The sensation," John relates, "is kind of like blacking out. You go off the ramp and that's the last thought you have until you feel something hit."

Significantly, John is also a highly competent stand-up rider on the vertical, having in fact constructed the aforementioned kickturn ramp about 2½ years ago, making it one of the first in the San Diego area. As he recalls, "People used to ask, 'What are you going to do with that thing?' And I'd say, 'Go up and turn around and come back down.' And they'd say, 'What?' "

More recently, John has been profiting from the insights of friend and neighbor, Tom Inouye. "I can ride banks as well as, say, 60 to 75% of the pros . . . but what I consider myself to know the most about is speed riding." And so, what does John see as the future of this unusual side of skateboarding? "The Olympics for a world speed record, just like skiing," he asserts. "I don't think it's going to be skatecars . . . say, a 36″ board, stock trucks and wheels." As for the ideal speed run: "A baby can ride Signal Hill! . . . Take Black Hill, both the old and new sections, and twist the corners a bit—that'd be hot!" And for the optimal speed skate vehicle, barring expense? "The one we'll have at Signal Hill this year." . . . I should have guessed.

BRIAN GILLOGLY

"It's just a matter of the right line." Hughes, making critical adjustments for maximum effect at La Costa. Photo: Bolster

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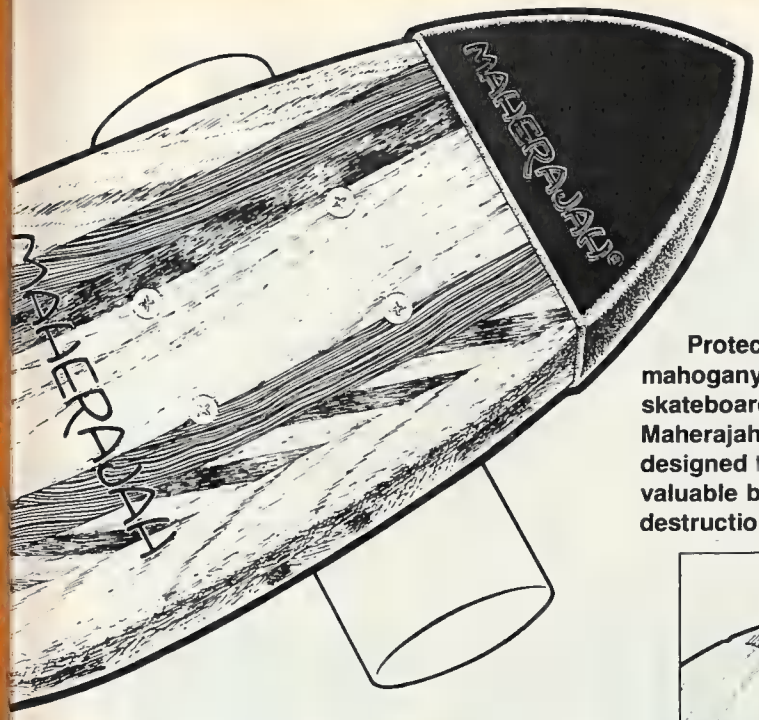

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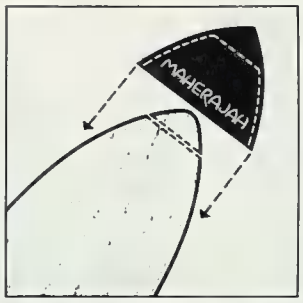

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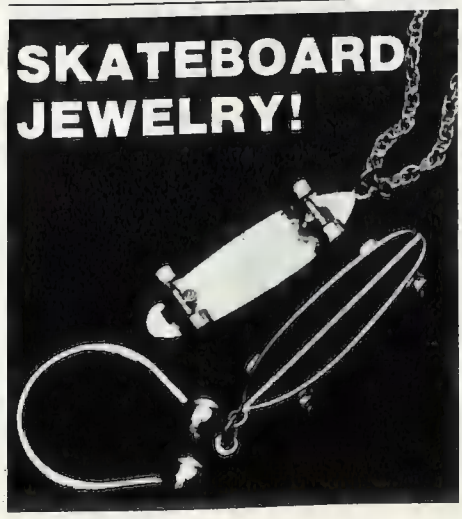

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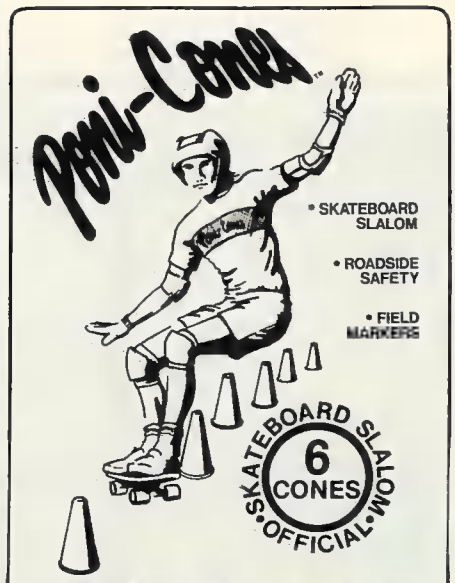

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JIM LEWY

by Brian Gillogly

Satisfying some of our most outrageous design fantasies or, at the very least, providing us with a convenient place to ride, the skate park was originally conceived as a mere adjunct to the sport. Hopefully (we reasoned early on), the park owner would make a few bucks for his investment and thus inspire the development of skate facilities nation- and world-wide. To varying degrees, that has all come to pass; and yet, even today, as the demand for such parks is increasing and the general well-being of the sport is becoming inexorably linked to their present existence and continued proliferation, domestic skate parks are experiencing a major crisis which, some say, could eventually lead to their extinction. The problem, obvious to every Stateside park owner and probably to a few foreign ones as well, is liability insurance.

That SKATEBOARDER has taken so long in addressing the subject in depth is undenied. In recognizing the liability problem as one of the early obstacles to widespread skate park development, we naively reasoned that with the creation of successful, safety-oriented parks, the sport would gradually lose its "high risk" status, insurance would become more available and the rates would be lowered. In other words, we thought the problem would resolve itself. What we didn't figure on was the continued adverse publicity (stressing both real and imagined dangers of the sport), more than a few poorly designed and/or managed facilities, unscrupulous insurance agents and companies and enough over-inflated law suits to make the reputable insurance entities stop and re-assess the situation. In short, the problem has gone from bad to worse—to the point where good coverage is next to impossible to find at any price.

The best that can be said of the current state of affairs is that it has brought together various groups of park owners to discuss their common dilemma. Possibly, when and if the problem is overcome, they will extend their dialogue to deal with other shared interests and concerns. This now seems entirely possible in as much as the only valid solution to the park liability problem to emerge from these meetings is some type of alliance for the purpose of self-insurance . . . and that brings us directly to the central topic of this interview.

Jim Lewy, 34, is an insurance agent and broker from Orange County who has been researching the problem of general skateboard industry insurance for the past year. His varied athletic background includes surfing and a brief stint at "sidewalk surfing" during the early Sixties, seemingly giving him a natural empathy for the skater and others involved in the sport. More importantly, Jim comes highly recommended by the I.S.A. (he is their insurance agent and advisor) and other reputable groups within the sphere of the skating world. Not surprisingly, Jim advocates self-insurance, specifically, the creation of "captives"—discussed at length in the following interview—as the skate parks' only true salvation.

Although Jim and his associate "captives" expert, Bill Mortimer, are presently attempting to set up just such a self-insurance group, the following discussion should not be construed as an endorsement of his particular program. Rather, our intention simply is to shed some light on the nature of the problem as well as to examine one of the most promising answers yet proposed. Despite Jim's contention that "there are no experts in the field of skate park insurance," we have to figure that he's about as close as they come.

"Only a very small percentage of skateboard accidents involve permanent disability. I don't think the sport is as hazardous as it's purported . . . by any stretch of the imagination."
Photos: Jim Cassimus

"Once you acknowledge that there is a problem and determine exactly what the problem is, then you can take reasonable steps to try and solve it."

"I think first off that the skateboard industry at large ought to come to a decision. They can buy (liability insurance) from somebody who they're complaining is ripping them off . . . or they can look into some alternative solutions . . ."

What is a "captive"?

"Captive" is a short-cut version for "captive insurance company." Captive insurance companies are formed either by individual businesses or corporations, or by a collection of the two, either in the form of an association or something of that nature. Its ultimate purpose is to provide insurance coverage in an atmosphere where normal domestic insurance carriers are not willing to provide the coverage needed. Usually it's because it's a "high risk" or "undesirable" class of insurance to write. Take offshore oil wells, for instance. Nobody wanted to write insurance for offshore oil wells due to incidents of spillage, coastline pollution and fires on the offshore wells. The way the oil industry solved this was that they formed an insurance company called "Oil," Oil Insurance Limited. They went out and collectively insured themselves. They don't have the same insurance problem any more.

What's the cost difference between a captive and a regular carrier?

That's a good question because the cost can vary depending on what is available in domestic insurance and what the industry is. Basically, a captive will cost you less in the long run. Your initial capitalization may cost considerably more than it would to buy a one-year premium from a domestic carrier (providing you could find a domestic carrier). On the other hand, it may not. It just depends on how bad the domestic situation is. If it's nonexistent, cost is not a factor. If you need insurance and can't get it anywhere at all, you have to do it yourself. But if you *can* get it and it's just priced ridiculously high, then it becomes unprofitable to insure with a domestic carrier. That's another reason for developing a captive: Just pure economics. There are a lot of captives in existence which were formed by companies that probably everybody has heard of, and most people aren't even aware that these groups have their own captive insurance companies. Take A & P Supermarkets, Allied Chemical, Beech Aircraft, Bendex, H & R Block, Boise Cascade, DuPont, Exxon, Mobil Oil, 3M Company, I.T. & T., Hiram Walker, Gulf Oil, Greyhound, Gillette, Firestone Tire & Rubber, Goodyear Tire & Rubber, Phillips Petroleum, Sperry-Rand, Standard Oil of California, Sun Oil, Teledyne, Texaco, T.R.W., Union Oil, U.S. Plywood and Pan Am. These major companies have gone out and formed their own insurance companies. One reason is that it generates stability; you don't have to worry about whether your insurance company is going to renew you or cancel you, raise the rates or whatever. You're in control of it. It's just as if your right hand is taking money out of the right pocket and giving it to the left hand to put in the left pocket.

What would be the approximate minimum initial capitalization for a healthy skate park captive?

It depends on how you set it up. There are different capitalization clauses, depending upon where you go. Colorado is a relatively inexpensive place to form a captive in the United States; but, at the same time, forming a captive in the U.S.A. is a lot more expensive than forming one offshore just because of the rules that are set up. I think in New York it's something over a million dollars to capitalize, whereas in Bermuda, you can start an insurance company with $124,000.00. I don't know how they establish this figure to begin with, but Bermuda doesn't seem to have the same concern over the rights or the effects of the insurance coverage as do different States in the Union. The States are so concerned with whether or not it's good for the public that they make it very, very difficult to form one, and extremely expensive. In Bermuda, one of the philosophies they have on captives is that you're forming the insurance company just to insure yourself, so it's up to you. Now they set a minimum of $124,000.00; they can't even dream of anyone forming an insurance company with less than that amount of money; but because a lot of different companies are not multi-billion dollar corporations, their insurance needs and history and so forth don't warrant it—all it's doing is insuring itself. As the captive grows and becomes profitable, quite often it will change from just a captive to becoming a regular insurance company. Take Travelers Insurance, for example. Travelers Insurance Company was originally a captive set up by the railroad industry. The railroads couldn't get insurance to cover their passengers. They needed it, so they got together and set up a captive to provide travel accident insurance for those passengers.

And then they began insuring other entities?

Yes. What happened was that they didn't have the losses that all the domestic, ultra-conservative insurance underwriters predicted. They proved those predictions wrong and, in so doing, they made a lot of money. They kept putting their premium in and they weren't spending it on anything except overhead. With very few losses, they got to a profit margin where they could reinvest their money. One of the ways they decided to reinvest was to insure other clients outside their own industry. There's a lot of captives like that. Lloyds of London was originally a captive set up by the shippers who couldn't get any cargo insurance from anybody else.

If you are insuring yourself and you already have the initial capitalization, do you have a regular set premium you have to meet every year? How does that work?

Well, the premium is developed basically from your feasibility study. You do a study of what the losses have been for the last umpteen years (or as far back as you can determine), what premiums have been paid, what the profit level has been, how much it is going to cost to run the company and so on. The basic premise is that the premium only has to be enough to pay all those bills. So, in the long run, your premium (with a captive) winds up usually being a lot less expensive than it would be from a domestic carrier, because the profit margin which is built in to standard insurance contracts doesn't have to necessarily be there for your own insurance company because it's your money; you're just taking the profit out of

"There are tremendous hazards in the streets to skateboarders . . . they need controlled environments." Gregg Weaver, Mission Viejo clover. Photo: Guy Motil

one business and putting it into the profit of another. If you don't care to do that, you don't have to. It's a much sounder way to go if you can establish a good, healthy profit level from the captive. The stronger it is, the more profitable it is, the less expensive and easier it is to get reinsurance and excess insurance for your company. That again brings down your total cost, so the more profitable the captive company becomes, the less expensive it becomes to run and you can facilitate the acquisition of excess, reinsurance, surplus, or any other types of insurance you want. You can also broaden the scope of the captive. Instead of just insuring skateboard parks, for instance, to make it profitable you could extend the coverage to your pro riders. You could extend it to cover products liability for manufacturers or you could set up the captive to do all those things in the first place. You can design a captive to do anything you want it to do.

What's the difference between a captive and an insurance pool? You know, I've heard of groups of firemen and policemen in certain areas insuring themselves through insurance pools . . .

The basic difference is that they're pooling the risk and it's very limited in its design. In other words, if it's designed to insure firemen or policemen for their life insurance which nobody else wants to write, or medical or health insurance or something of this nature, that's all it's designed to do; that's all it can do and that's all it will do. I suppose you could broaden it, but it's a lot more complicated (than with a captive). Most of them are done Stateside; they're governed by the insurance commissions in the State, insurance regulations, laws, etc. Most of your captives are formed offshore; that's a whole different ball game. Basically, the captive is owned and operated by the group. In the pool, they get together and hire somebody else to do it, but they don't usually own the company. They are just pooling the risk and pooling the premium. A pool, self-insurance, captives—they're all parts of a continual. They're not diametrically opposed in any way, shape or form. They all have a tremendous amount of commonality to them; but when you get into the legal set-up of it you find out whether it's a pool, self-insurance or a captive. The difference has to do with the legal and technical aspects rather than the basic concept of what it's meant to accomplish. They're all meant to accomplish the same thing: To alleviate the absence of proper insurance coverage for a given situation.

It has to do with their complexities and capitalization?

Yes, it really does because there's a variety of ways of solving the problem. Just like there are two ways to go around the barn: You can go around the right to the left or you can go around the left to the right; you still get to the back of the barn. It's just a matter of which is most expeditious for the particular client at that particular time given, the particular insurance circumstances they have to deal with, whether it's high cost, non-availability or whatever it is, with the time factor also figured in. Pools take a lot longer to set up than captives do, usually. If you owned your own skateboard park and you wanted to insure yourself by forming a captive, and you had your money, you could get on an airplane and go to Bermuda and, sixty days later, you'd have your insurance; it can be that simple.

And it can be used anywhere?

You insure yourself, so you don't have to put up with government regulations. Regulations are all designed to protect the public. You're insuring yourself; you're not concerned with everybody else. Nobody is buying insurance from you; you're buying it from yourself, for yourself by yourself.

The state isn't concerned that you won't have enough assets if someone gets hurt in your park?

Most States don't say that a business has to be insured and, for that reason, they don't really have much control over what the assets of your captive are. In other words, if you have an undercapitalized or weak captive insuring yourself, that would be no different than being in business and not having insurance at all. The State doesn't say that you have to be insured if you have a skateboard park. Generally speaking, if your land is leased, the lessor will make sure that you have adequate insurance. But if you own 8,000 acres of land and you decide to build a skateboard park in the middle of it, no one says you have to have insurance. So, if you have a captive, you're doing it for your own benefit, with your own funds, and it's a heck of a lot better than having no insurance. Nine times out of ten, if it's set up and funded properly, it's as good as or better than most domestic carriers are willing to provide because most captives grow out of a situation of turmoil anyway where nobody else wants to write insurance. There are some really bad insurance companies around! The programs they made available to the skateboard industry are just terrible; it's the closest thing to a rip-off I've seen in a long, long time. The rates change, the coverage is deleted any time they want; they just send out a notice saying, "Sorry, we're not writing anymore." Sixty days later, they say, "Well, we're writing now but the rates are this," and so on.

Are there any parallels here with other sports?

Yes, the skiing industry. Ski resorts are having a terrible time right now. Their insurance premiums are going from approximately $20,000.00 to $400,000.00. The suits are your biggest thing. The juries are giving away your money; and every time they give it away in big chunks—which is way in excess of what a suit probably should have been settled for—then you've got an unbalance. The insurance company may reserve $300,000.00 to pay a loss . . . the last 400 claims like that have only generated at the maximum of $300,000.00, so they reserve that amount to pay the loss. Three years later when the court case is settled, they have to pay out a million. All of a sudden, they're $700,000.00 short of what they expected to pay. Well, if you do that constantly, pretty soon the premium base that they were using to generate the pre-

Plastic poles and nylon nets often provide a critical margin of safety between runs. Wally Inouye, Skate Park Montebello. Photo: Bolster

mium becomes totally inaccurate, so they have to raise the rates . . . and they have to raise them rapidly. They can't make a rate based on what it would take to pay the claim today; they have to project it to what it's going to take to pay the claim three years from now. All of a sudden, the consumer is sitting out there saying, "Wow! My rate went from $20,000.00 to $400,000.00. It's unbelievable! Where do I come up with an extra $380,000.00 to pay my insurance premium this year?" It throws a real problem into their economic planning, and it's not good. But the ski industry is going through a major problem like the skateboard industry. And the ski industry has been around for a long time, a lot longer than sidewalk surfing. I think probably they're going to see several things take place in the ski industry. You'll probably see some captives pop up because that's a normal progression in solving the problem; and you'll also probably see a lot of private ski resorts not open to the public. When you go to ski, you'll have to join, you'll pay a membership fee and sign your liability releases—and they will be binding, or hopefully binding—and you won't allow the public on the resort. Period. That's it, goodbye. The day of the public ski resort is rapidly approaching extinction just because of the way people are suing. Almost all of your skate parks have a membership form of some sort. Some are worded better than others, but their intentions are all the same: You join the park, you waive the liability, etc. Whether or not they will ever hold up in court is another whole ball game, and you run into the problem where kids are the ones in there, and although the parents sign the waiver, all's well and good when Johnny's got both arms and legs and can walk around; then one day they carry him home from the hospital and he's not the same and the parents get out their form and read it and say, "To Hell with it, I'm gonna sue 'em anyway." And you can always find somebody who'll help you sue, because attorneys make money off suits; a lot of them will take the case on a percentage basis and think that they might be able to get away with it, and, if they do, they can have 50% of whatever they go for. So they sue for two million, and the attorney figures if he's gonna get 50% of it, a million bucks is not bad. It's worth his time and effort to gamble on it, so they muddy up the water. They go against what they've already legally contracted to do (that is, not to sue, not to hold them liable) . . . just because Johnny didn't know how to skate.

What do they argue in such a case—that the design was faulty?

It depends on the attorney. They may argue gross negligence in the supervision of the park, or they may argue that the park was poorly planned, that the concrete was poured poorly, that it was lumpy, or that the lighting was bad . . . or anything. They just grab straws out of the air and come up with everything they can to throw out as a reason why the skate park should pay. The safest planned design is no better than the worst lawsuit that can be brought against it, because you never know until you're sued how safe it was. Somebody will prove it in court, one way or another. They'll either prove that it was extremely safe and the skate park will win the suit, or the attorney for the plaintiff will prove that it wasn't quite as safe as the owner thought it was and the park will lose. You never know, and that's the biggest problem. Right now, you take the best engineering technology and design available and plan your park accordingly. You do as much safety engineering as you can, plan it into the park, and get the best people you can as marshals of the park—not just kids who like to skate around and walk around and talk to each other, but people who are consciously looking at the patrons to make sure the traffic flow is right, that it's not overcrowded, and that there are not skaters in areas of the park above their level of ability (and if there are, to get them out of there and put them someplace easier). Most parks hire a lot of kids who like to skate and they put them out there and tell them what they want them to do, but they don't monitor their own monitors most of the time. It's a young industry with a lot of growing pains to go through and—at least in my experience so far talking and dealing with skate park owners—there are an awful lot of them who aren't good businessmen. They might have been a great skater or promoter or whatever, but they aren't really good businessmen. They don't even employ the basics of starting any new venture. Most of them are undercapitalized to begin with, some of the parks are put in poor areas as far as pedestrian traffic is concerned, and they dump three, four, five hundred thousand dollars or more into the construction of a park and expect that as soon as they open the doors, the cash register is going to ring right off the wall on an ad infinitum basis. And they don't understand about marketing, how you get people there, what kind of people you want to attract to the park, etc.; they just figure that pouring concrete and selling skateboards and having pinball machines is going to be the answer to their first million. It just isn't that way. There are basic business principles which everybody who's a successful businessman adheres to. So many of your skate park owners are just people with some money who want to get into the industry; they've just picked somebody they know who knows something about skateboards to run it for them, and *they* don't know anything about business, either. In short, one of the things that creates a lot of skateboard injuries is the lack of just basic, sound business practices.

What are you proposing now for the skate park industry?

Well, I think, first off, that the skateboard industry at large ought to come to a decision. Of course, I don't know how you're gonna get everybody in the skateboard industry to come to the same decision—that's like trying to get six children to decide what color candy they want to eat; it's hard to do. But, in the same respect, they've got to sit down and address themselves to the problem; just quit belly-aching, saying it's a rip-off, insurance is bad and so on. Instead of complaining, what they ought to do is figure out a solution. They can buy insurance from someone who they're complaining

Oxnard's Endless Wave seems to fit Lewy's ideal of a "broad spectrum" park. Kent Senatore, double bowl. Photo: Jim Cassimus

is ripping them off and just pay their premium and go about their business; or they can look into some alternative solutions, one of which is a captive. I think it's probably the soundest thing for the situation right now. What I would propose is to get as many skate parks as possible—from twenty to two hundred of 'em, it doesn't make any difference—the more you have, the stronger your captive is and the more leverage you have when it comes to buying reinsurance and excess. So I would say, set up with a minimum of twenty parks, *good* ones (not the ones that are going bankrupt, because they'll just drag your profit down), parks that do a minimum of three or four hundred thousand dollars gross revenue per year; put them together, insure each one of them for a million dollars worth of liability coverage through the captive insurance company, and charge them the first year, say, maybe 15 or 20%. We have the makings of such a captive right now. We could write $300,000.00 worth of liability per park and it would cost them 15% of their gross revenue in a premium, 12% of which would be just basically premium, 3% of which would be profit that they could show in the company, part of the capitalization. If you take ten parks, for instance, that did $500,000.00 in revenue on an annual basis, that would give you five million dollars; you take 15% of five million dollars and come up with $750,000.00 worth of premium, and you then go ahead and form a captive and do the things that are necessary. Or you might have twenty good parks that are going to do over $300,000.00 each per year; twenty times $300,000.00 is six million, so you've got it right there, and we can go ahead, fly to Bermuda and set this thing up.

In countries like New Zealand and Australia, they set up public parks and there's no problem with insurance because of the different legal system, I suppose, and also philosophically, because they're not "sue conscious." Like these countries, a lot of our court system is based upon British Common Law, but it's taken a twist from there. The biggest thing is the atmosphere of the public at large that makes the difference. You take a lot of European countries and a lot of Middle Eastern countries, etc., and people don't sue. People are aware of the fact that there's an inherent danger when they get up in the morning—they could get sunburned if they spend too much time in the sun; they could drown if they swim too far out in the ocean—but they don't just think, "Well, if I get hurt today, whose fault will it be?" Their theory is that if they fall down and break a leg, it's their own fault; and, in essence, it really is. Nobody twisted your arm to make you go skateboarding; nobody held a gun to your head and made you take money out of your pocket to buy a skateboard. You do something because you want to do it; and in the process of getting better at what you do, there's always a risk of accident; there is in every sport. But the American society is so sue conscious that they figure this is the way to riches. The have-nots are always trying to get money from the haves, and the haves are always trying to keep money from the have-nots. Well, the have-nots are the ones that do most of the suing, and the ones who have know exactly how effective lawsuits can be, so they go ahead and sue, too. They were smart enough to get the money and they're smart enough to keep it or get more through the court system. People in other countries are more concerned with what they do than with what other people are doing to them. It's almost like we have a wide-spread paranoia in our society. Everybody feels that somebody else "did" it to them, therefore the other guy should pay. Most of the European countries aren't like that and that's why insurance is not the problem there that it is here. When you talk about public parks in Australia and so forth, they don't have the problem because the people are afraid to sue the government or the government doesn't allow them to sue. So if you make it public and it's owned by the government and you can't sue the government, then what are you going to do? Nothing. So you can put in a lot of parks, you can have a lot of fun, kids go out and have a good time, and the problem of insurance is never discussed. That's not the way our economy or society is set up. There are pros and cons on both sides. I'd still rather live here in America under our system than I would in West Germany or Britain or any place else, as far as that's concerned. We have problems that we have to deal with and they have problems that they have to deal with, so there's a head and tail to every coin. But we *do* have an insurance problem and we have to face it; personally, I feel the captive is the way to go.

There's another thing that we haven't talked about yet that will avoid, or help avoid, a lot of lawsuits, and that is a special accident benefit program I've designed. There have been a couple of others on the street by different insurance companies, but I've designed one and had it approved and it's ready to go now. In this plan, when a skater goes into a park, it'll cost him 20-25¢ a day to be eligible for up to $1,500.00 worth of medical insurance. So, if he falls and breaks an arm and has to go to the emergency room and have X-rays, stitches, a cast, etc., he can just fill out a form and shoot it straight into the insurance company who will verify that it's a legitimate claim by asking for the doctor's records and then take care of it. If you have most of your immediate medical problems taken care of, if people don't get upset, don't get angry as quickly because they haven't been placed in a situation of economic hardship caused by the injury, they're less likely to sue. If a kid can afford 35¢ for a can of pop, he can afford 25¢ for $1,500.00 worth of medical insurance. And 97% of all the skateboard-related injuries—this comes from a study done last year and all these figures come from outside of skateboard parks—were treated at the hospital and released, requiring no further follow up, and the average medical expense was under $1,000.00, including the ambulance service and everything. So if you take that 97% and provide medical liability coverage to cover that, then 97% of your accidents are going to be pretty much taken care of.

"The safest planned design is no better than the worst lawsuit that can be brought against it." Safe Surf, Fort Pierce, Florida. Photo: Guy Motil

That leaves only 3% to worry about. Well, right now, skateboard parks are having trouble getting insurance, period, let alone covering 97% of their exposure. So what we're trying to do is to provide the medical liability coverage, the special accident coverage I'm referring to, of $1,500.00; that should take care of at least 90% of the Mickey Mouse slips and falls, broken wrists, chipped elbows, broken ankles, sprains, contusions, abrasions, you know, that kind of thing. That'll keep most of the parents happy and they won't feel any need to go out and sue the park. Matter of fact, they'll be very thankful; they'll be very glad that their kid was skating at that particular park which had good coverage because it won't put a financial burden on them. They'll be more apt to let the kid go back and skate there. And then for the 3% left over which could get into serious things like spinal fractures, brain damage, permanent disabilities or anything like that where paralysis takes place, you get into lawsuits. Then you have your captive which insures you for a million dollars to come in and pick up the exposure on that end. These two types of insurance work hand in hand. The medical insurance keeps most of the wolves away from the captive's door and keeps it from exceeding its surplus all the time; and in so doing, the captive gets stronger and more profitable, so when problems do occur, the captive can respond in a much better light, economically.

What criteria should each member park meet to make for a successful captive?

Underwriting is a major concern, and the captive is not to be a catch-all for all the bad guys in the business; every business has its flakes and its rip-off artists. I don't care if its the insurance business (and it's proliferated with them) or the skateboard industry or whatever, there are guys in white hats and guys in black hats. The black hats . . . well, as far as I'm concerned, I wouldn't want to have anything to do with them. But there are lots of people who are genuinely concerned in developing the skateboard industry into a good, viable, lasting, healthy industry. Those people (in the white hats) have a genuine need and a genuine concern, and a captive is a genuine answer to their problems. Now, if you're going to take the fly-by-nighters that throw a park together in two weeks with no supervision, absentee management, absentee ownership, no one over the age of 21 to run the park, in a park full of high-level performance characteristics (as opposed to one with a broad spectrum), then you've got some real problems. For instance, when the only local park is designed exclusively for the advanced skateboarders, it's like taking a kid out on his first day on skis, putting a helmet on him and sending him over to Innsbruck, saying, "Okay, here's the Olympics, kid, you're going to be a downhill racer by tomorrow." No way! That's poor judgment. Well, when you have a park that's all radical, that's poor judgment, unless you specifically control the entrance. But show me a man who's in business to make a profit who is going to spend all of his time pre-screening and turning away nine out of ten customers just so he can get the one guy who's really good. It's not going to happen. That's the problem, and that's why underwriting is a major consideration. We have to find people who have a good management philosophy and are truly interested in the safety and well-being of the patron of the park, as well as the longevity of their business and industry . . . and they have good, sound business sense. If you can put these people together you can form a good captive. You *could* form five hundred separate captives—everybody could form their own captive; the only reason you have to put them together is that there's a lot of guys who would like to do it but don't have the necessary capital but could afford to go in with other guys (who don't have the total capital, either) and form it that way. Any time you create a captive, you're better off if you form it with more than ten people, because you then get into the "uncontrolled foreign corporations" status with its tax advantages and premium advantages—there are all kinds of advantages—which are above and beyond the fact that you're providing insurance which is the main objective of the captive. Preliminary formation of the captive takes three things: It takes people who want to do it, people with the money to do it and it takes people who want to do it right; those are your three basic qualifications. And I know that there are a lot of skate park owners out there who are very interested in it—I've talked to many of them all across the country, Virginia, Pennsylvania, Michigan, Oklahoma, Texas, California, you name it.

The captive is not a new concept; it's as old as the 1500's. It didn't have the same name, but just because you don't call a rose a rose doesn't change what it is. Lloyd's of London is a good example and Travelers Insurance is another one, and they've been around for a long time. Any time you have a situation where an industry gets squeezed out either by pricing or overly conservative underwriting philosophies where coverage isn't available, captives always pop up again. They go in cycles. When the domestic insurance market gets very competitive and everybody decides they want to write the same thing, then competition comes in, coverage is readily available, pricing is very attractive and you don't see the upstart of captives all the time. The formation of captives seems to slow down because the need isn't there. You'll see it. Probably before the next two years are up, there'll be at least six captives in the skateboard industry, if not more. And as soon as that starts to happen and all those premium dollars aren't going to the domestic carriers, the domestic carriers are going to say, "Wait a minute! If all those payments are going to the captives and the captives are still viable, still profitable and making good money, if they can do it, we can do it." And they'll come back in and start offering coverage and they'll try and go in competition, but the people in the captive won't have any need for them then.

Carlsbad, generally regarded as the first true skate park, recently changed its name to Sparks-Carlsbad and added this huge mogul field. Gregg Weaver riding. Photo: Bolster

That's when the true facts about the risk of skate parks will arise . . .

Exactly. That's probably going to be the only way we'll learn just what the risks actually are. There are other ways you could do it, but the problem is getting legitimate facts and figures and honest answers from the people in the industry. They're so afraid that if they tell you how many accidents they're having you would say there was no way you were going to write that insurance, too many kids getting hurt. Well, what they may think is "too many" and what actually may be too many for a profit structure for an insurance company to write the coverage might well be two different things. But they're not willing to take the risk and give honest answers. And I can't blame them at this point in time, because there's been so much scamming going on in the insurance industry. There have been all kinds of "exclusive" brokers and surplus lines brokers who have had these exclusive deals for the insurance carriers, etc., and several deals were not even legitimate or they didn't last because they weren't set up properly.

Under your proposed captive, would liability coverage apply to products sold in the park pro shop?

Under my captive, yes. It would be an all-encompassing liability: Premise liability, product liability and so on.

I know that some of the skate parks were afraid to open pro shops because they didn't have products liability.

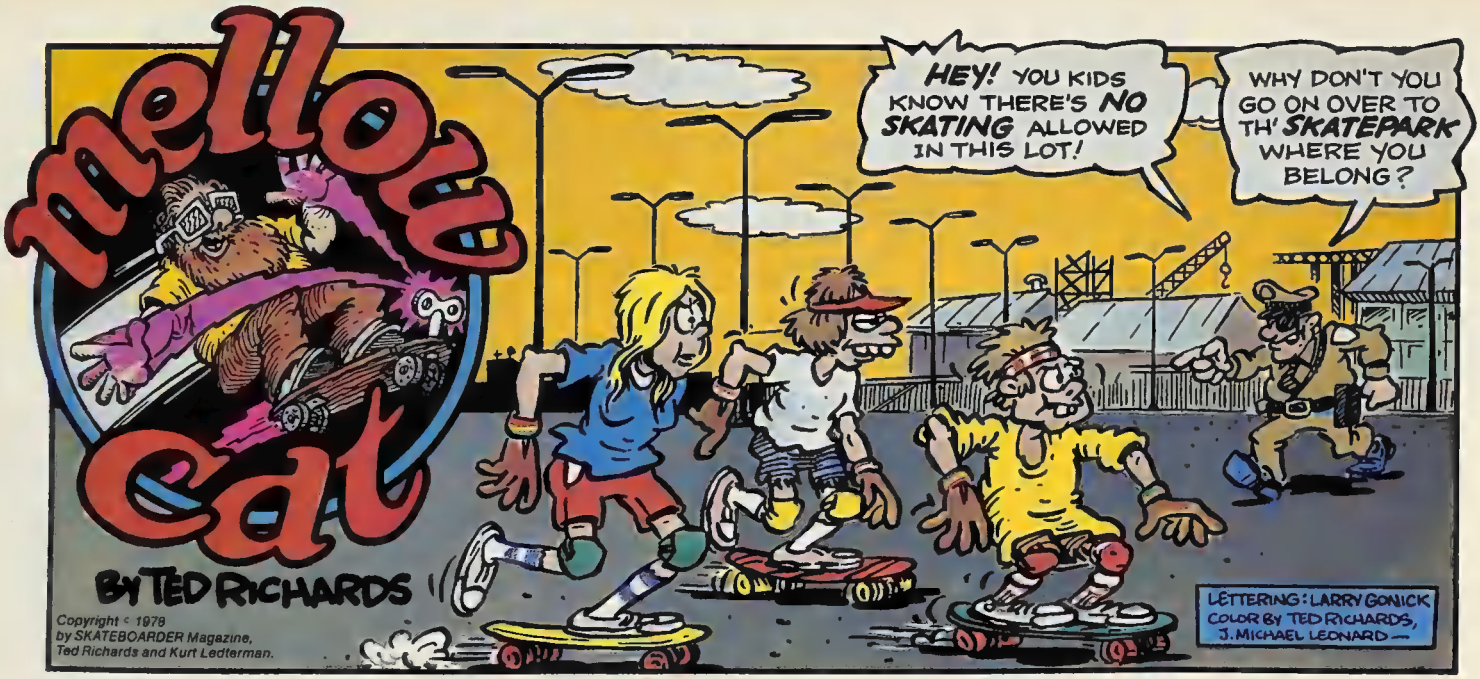
Products is another bugaboo, and you get into a duplication of the premium dollar. You have the product that is manufactured by someone else, and the manufacturer probably pays a products liability premium; then his vendor, whether it be a distributor or a direct retailer, is paying for products liability insurance, too, because if there's a suit, they're going to be named in it. So if you put the skate park, which sells skateboards and related equipment, in the captive, and you put the manufacturer in the same captive, you don't have the duplication of effort and the skate park won't have to get a separate products rate or pay an extra premium. There are a lot of things like that; if you put it in a captive, the people who run the captive are the people who are being insured. They set up what kind of insurance they want to write and how they want to write it.

How much and what quantity of insurance is now available to skate parks?

I don't know of any *legitimate,* and I stress the word, "legitimate," insurance available at large. There is some which is sporadically available in certain States by certain insurance companies, but nothing in general. There is nobody that I know of that is writing nation-wide for any or all skateboard parks, and is providing good coverage, has proper reinsurance, excess, and so forth. I talk to people in New York, Chicago, Washington, D.C., Dallas, all over, all the time . . . and I just don't know of any. With any type of insurance, if you buy it for a year you should have it for a year. And if you buy it with the understanding that it will be renewed, providing your claims history is favorable, then you should be entitled to some sort of a renewal expectation. Without those two things, I don't call it legitimate; I think it's a rip-off—and I think that's the only thing that's available right now. The skate park owners are coming to the realization very quickly that there's nothing available out there that's worthwhile. And I'm starting to get a tremendous amount of calls now, whereas, nine months ago, I didn't get one or two a month. I probably get two a day now. There are still some manufacturers who don't believe captives are a solution, but they don't really have any other solution, either. And when there really is no better way to go, maybe you ought to sit down and take a look at captives. That's when they become very viable, very effective. Anybody can put together a captive; but basically speaking, if you had a hundred insurance agents, probably ninety-nine wouldn't know what to do with a captive or how it's formed. There are experts in the captive insurance market, but they're not as plentiful as the average hometown corner insurance man.

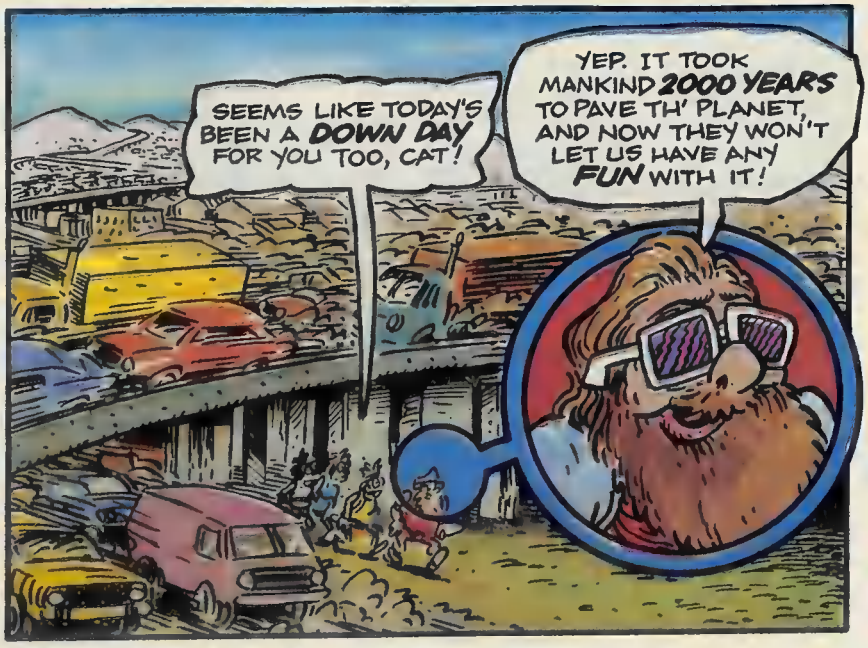
Some skate park owners are talking about doing their own captives and, from what I've heard, I don't think that they're going in with enough capitalization; it's too much of a gamble. And that's why I feel if you can get financially sound people in the industry to throw their money in together and develop this thing right the first time up front, we can have a long-term, legitimate solution. Couple that with the special accident insurance which has been approved by a major carrier - that's when it's time to move. There *is* a light at the end of the tunnel, and captives seem to be that light, as far as I can determine; it's a good way to go.

"In the process of getting better, there's always a risk of accident; there is in every sport . . ." Gregg Weaver, taking the risks—and enjoying the rewards. Photo: Guy Motil

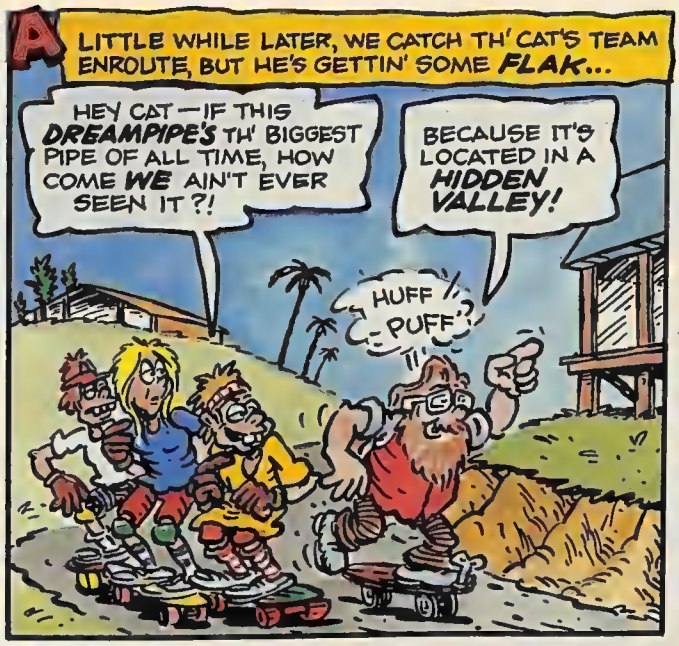

mellow cat
BY TED RICHARDS
Copyright © 1978 by SKATEBOARDER Magazine, Ted Richards and Kurt Ledterman.
HEY! YOU KIDS KNOW THERE'S NO SKATING ALLOWED IN THIS LOT!
WHY DON'T YOU GO ON OVER TO TH' SKATEPARK WHERE YOU BELONG?
LETTERING: LARRY GONICK
COLOR BY TED RICHARDS, J. MICHAEL LEONARD

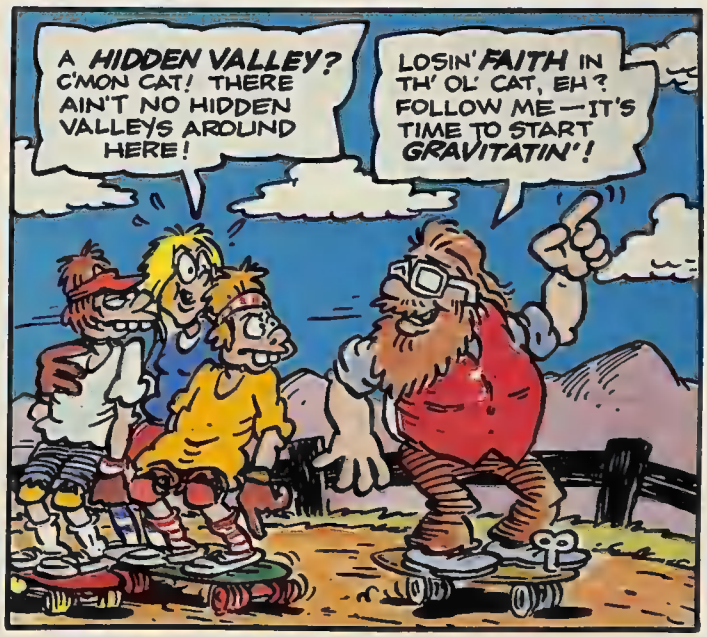
WE CAN'T! IT'S CLOSED FOR REPAIRS! SOME OLD SKATER RUINED TH' CONCRETE WITH A STEEL-WHEELED SKATEBOARD!
THEN WHY DON'T YOU GO FIND AN EMPTY SWIMMING POOL OR SOMETHIN'?!

'CAUSE THE DROUGHT'S ENDED AND THEY'RE ALL FILLED WITH WATER!
AND MUD!!
HEY!! IT'S TH' CAT!
SCREETCH


SEEMS LIKE TODAY'S BEEN A DOWN DAY FOR YOU TOO, CAT!
YEP. IT TOOK MANKIND 2000 YEARS TO PAVE TH' PLANET, AND NOW THEY WON'T LET US HAVE ANY FUN WITH IT!

—BUT THERE'S ONE THING THEY'LL NEVER CRUSH! C'MON— FOLLOW ME! WE'RE GONNA SKATE TH' DREAMPIPE!
THE DREAMPIPE!?
WOW!


A LITTLE WHILE LATER, WE CATCH TH' CAT'S TEAM ENROUTE, BUT HE'S GETTIN' SOME FLAK...
HEY CAT—IF THIS DREAMPIPE'S TH' BIGGEST PIPE OF ALL TIME, HOW COME WE AIN'T EVER SEEN IT?!
BECAUSE IT'S LOCATED IN A HIDDEN VALLEY!
HUFF PUFF


A HIDDEN VALLEY? C'MON CAT! THERE AIN'T NO HIDDEN VALLEYS AROUND HERE!
LOSIN' FAITH IN TH' OL' CAT, EH? FOLLOW ME—IT'S TIME TO START GRAVITATIN'!

THE CAT CALLS FORTH THE ANCIENT GRAVITATIONAL POWERS OF THE MA-BU-HU, WHICH ACTIVATE HIS BOARD, THE SALMON.
1942 "PEARL HARBOR" DRIFTWOOD
AMERICAN FLYER STEEL WHEELS
SKEE KEE

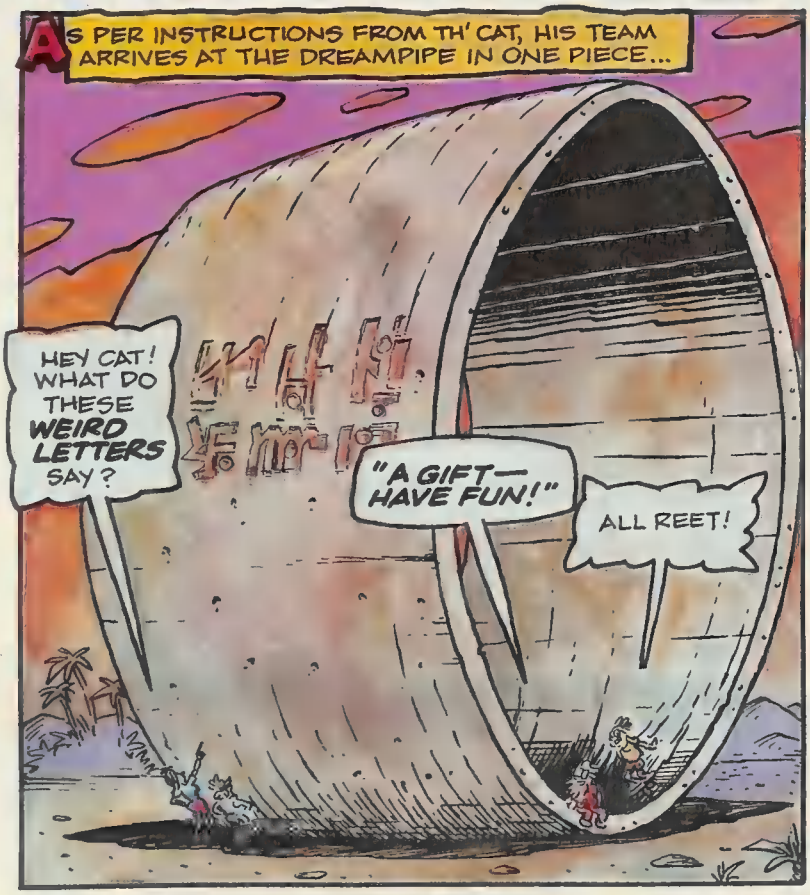
RAD-E-KAL-MON!

WE'RE ALMOST THERE! SKATE THROUGH MY FLOW PORTALS, AND YOU'LL BE ABLE TO FOLLOW ME THE REST OF THE WAY!

WELCOME TO HIDDEN VALLEY, GANG!
WOW! LOOK AT THAT PIPE!
AND—AND TH' DINOSAURS!

B-BUT WHAT ABOUT TH' DINOSAURS?!
THERE'S ALWAYS DINOSAURS IN HIDDEN VALLEYS! JUST IGNORE 'EM!

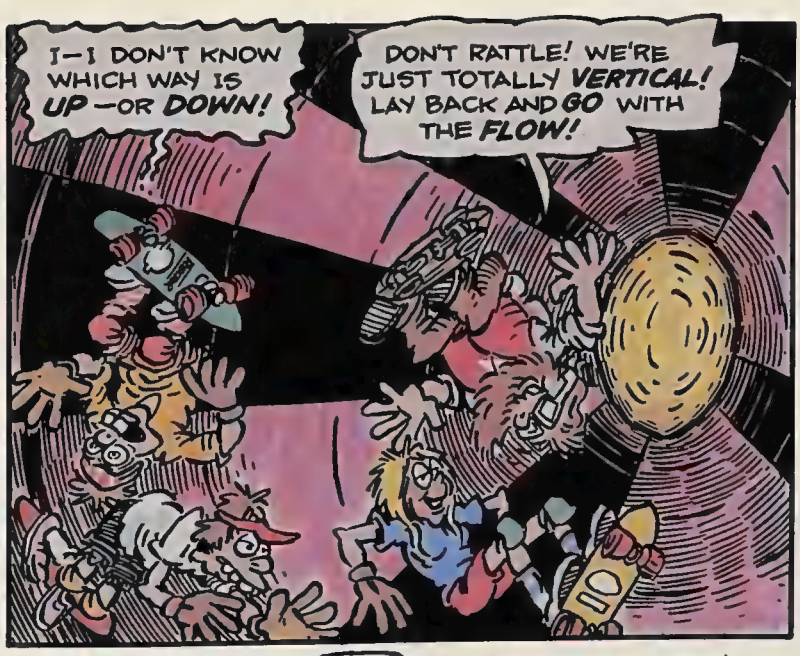
HAVE FAITH IN TH' CAT, MAN! IGNORE 'EM!


AS PER INSTRUCTIONS FROM TH' CAT, HIS TEAM ARRIVES AT THE DREAMPIPE IN ONE PIECE...
HEY CAT! WHAT DO THESE WEIRD LETTERS SAY?
"A GIFT— HAVE FUN!"
ALL REET!

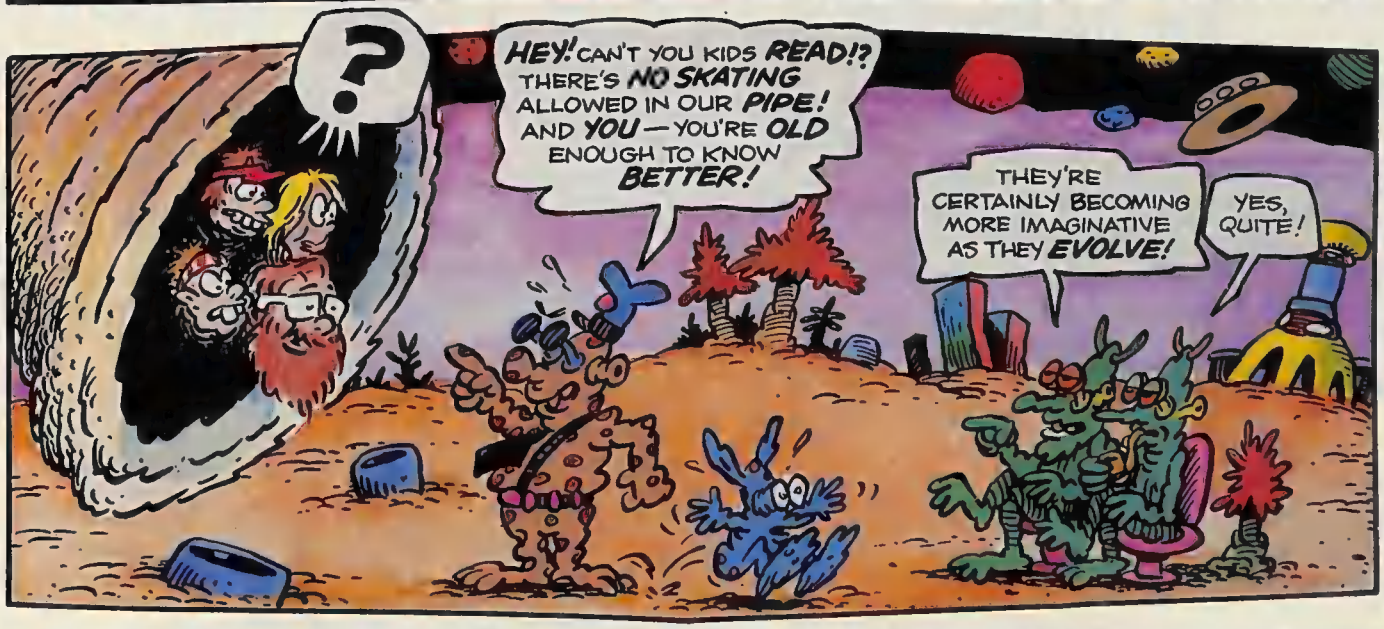
YEOW!! RADICAL! I'M AT 9 O'CLOCK ON MY FIRST SWING!

WAIL!
TWELVE O'CLOCK HIGH!!

WAIT UP FOR TH' CAT! TH' SALMON AIN'T INTO GRAVITATIN' IN HERE!
IT'S GETTIN' SMALLER AS WE GO TO TH' END!
—AND LONGER!
WHOOOO


I—I DON'T KNOW WHICH WAY IS UP—OR DOWN!
DON'T RATTLE! WE'RE JUST TOTALLY VERTICAL! LAY BACK AND GO WITH THE FLOW!

COWABUNGA! TH' END OF TH' LINE!!


?
HEY! CAN'T YOU KIDS READ!? THERE'S NO SKATING ALLOWED IN OUR PIPE! AND YOU—YOU'RE OLD ENOUGH TO KNOW BETTER!
THEY'RE CERTAINLY BECOMING MORE IMAGINATIVE AS THEY EVOLVE!
YES, QUITE!

LATER:
IT JUST DON'T SEEM LIKE TODAY WAS "OUR" DAY, HUH, CAT?
WELL, AT LEAST TH' DINOSAURS LEFT YOU ALONE!
Y-YOU MEAN, WHAT WE SAW WAS REAL?

ALL I KNOW IS, SEEIN' IS BELIEVIN'!
HASTA LA VISTA!!
FINIS

Rector's go

Wentzle—grinding
Spring Valley's well ground coping.

Win Rector's new contest

PRIZES

GRAND PRIZE
For two, a two-week all expense paid tour of the skateparks of America from August 20th to September 3rd, 1978 or any two weeks you choose in the next year. You and your friend will be accompanied by two pro skaters outfitted with complete skatewear outfits and a "bevie" of skates.

6 SECOND PRIZES
A complete RECTOR SKATEWEAR outfit and 3 skates.

20 THIRD PRIZES
A complete RECTOR SKATEWEAR outfit.

300 FOURTH PRIZES
One pair of PALM PADS GLOVS.

THERE IS NO PURCHASE NECESSARY
To enter send one RECTOR "R" logo off a RECTOR package or a hand-drawn facsimile with your name, address, city, state and zip to: CONTEST, RECTOR & WOLFE INCORPORATED 3110 Santa Rosa Ave., Santa Rosa, California 95401. All entries must be postmarked no later than midnight July 20, 1978 and received no later than midnight August 1, 1978. Drawings will be made in Santa Rosa, California on August 2, 1978. Winners will be notified by mail. In the event a prize is disclaimed or remains unclaimed for over (3) weeks after mailed notification, a new drawing will be made and shall remain final over the unclaimed entry. This process shall be repeated until all prizes have been claimed.

Enter as often as you wish but submit only one entry per envelope. The RECTOR "R" logo off a RECTOR package or a hand-drawn facsimile must accompany each entry.
GOOD LUCK

Rector SKATEWEAR | Rector SKATEWEAR | Rector SKATEWEAR | Rector SKATEWEAR

RECTOR SKATEWEAR®
RECTOR & WOLFE INCORPORATED
3110 Santa Rosa Avenue • Santa Rosa, California 95401
707-823-9267 707-546-0255
DEALERS CALL US COLLECT 707-823-9267

you covered™

RECTOR SKATESHORTS®

RECTOR AIRBORNE™—Skate-style shirts and jackets

Pictured above are the first skate-style shirts and jackets. Materials, fit and comfort all come together so you'll be lookin' as good as your skatin'. RECTOR'S GOT YOU COVERED.

RECTOR ™—setting the pace with products you depend on.

PALM PADS GLOVS™—The first protective skate glove is now the first patented* skate glove.

DP-6 ™ **& DP-3** ™ **KNEE & ELBOW PADS**—Cover your knees and elbows with wrap around protection and comfort. Exclusive FLEX-LINE™** pad system and full length elastic closure are making standard 'ONE-PIECE' pads obsolete. Slip into a pair, move around and you'll find out why.

RECTOR SKATESHORTS ™—Stylish protection.

RECTOR SKATESHORTS ™ are now available in a variety of fabrics and super colors, all with RECTORS removable FLEX-LINE™** pad system, lace-up expansion waist, & double-thick seat.

PALM PADS GLOVS®

DP-6® & DP-3® KNEE & ELBOW PADS

WE SUPPORT INTERNATIONAL SKATEBOARD ASSN. isa JOIN NOW!

*RECTOR & WOLFE INCORPORATED, a CALIFORNIA CORPORATION, has been granted a major U.S. PATENT for their "PROTECTIVE SKATEBOARDING GLOVE." This is an acknowledgement of the significant advancement MIKE RECTOR'S 'INVENTION' has made to the sport of SKATEBOARDING.

**FLEX-LINE® is a trademark of RECTOR SKATEWEAR® used to describe the body-movement-following pad system developed by MIKE RECTOR to achieve maximum flexibility & positioning on the wearer.

California Hardwoods

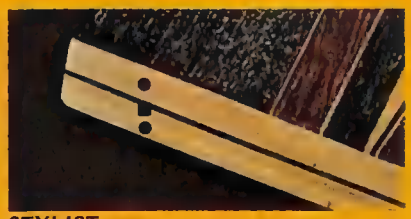
Keep it all

WITH OUR EXCLUSIVE THERLON® REINFORCING AGENT, CAL-TIRES AND CAL-BEARINGS.

Therlon® Graphic Woodwork

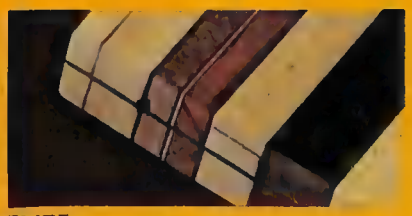
together!

HERE'S HOW THE SUPERTOUGH HEART OF CALIFORNIA HARDWOODS DECKS STACK UP. . .



STYLIST

THERLON® & THERLON® GRAPHIC



ELITE

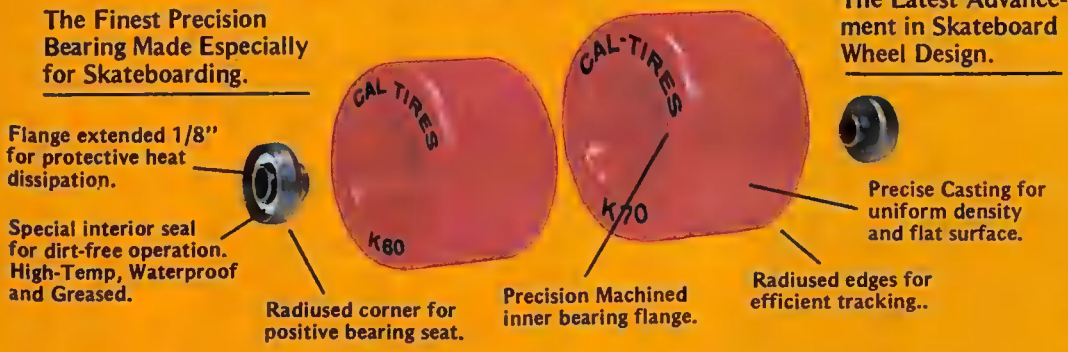
THER-LAM®

■ THERLON®
■ THER-LAM®
(Registered Trademarks of California Hardwoods)

CAL-TIRES & CAL-BEARINGS. . .

The Finest Precision Bearing Made Especially for Skateboarding.

The Latest Advancement in Skateboard Wheel Design.



CALIFORNIA HARDWOODS, the world's largest makers of skateboard decks have successfully tested rugged Therlon® at the Field House Skateboard Park in Thousand Oaks, California. Under rugged, grueling conditions, the Therlon® reinforced decks held together so well, we'll UNCONDITIONALLY GUARANTEE every Therlon® deck we make. . .we'll COMPLETELY REPLACE ANY DECK that splits or breaks while skateboarding!

We're Hot, but don't just take our word for it. . .look for our trademark on your favorite quality brand skateboard deck.

ALL MODELS AVAILABLE IN KICKTAIL & ROCKER STYLES

Many models available with Wheel Wells.

California Hardwoods

P.O. Box 1547 / 1101 Fremont Avenue
South Pasadena, California 91030
213 / 570-1808

Elite® Therlon® Ther-Lam®

EQUIPMENT UPDATE

ICE BLADES

Help is on the way for all you snowbound skaters who thought you had to put your board in mothballs during icy Winter weather! Sea Breeze of California comes to the rescue with its new Ice Blades kit, allowing you to adapt your present skateboard for use in below-freezing conditions. Each Ice Blades kit includes four hard chrome ice blades (drilled for a 5/16" axle), eight spacers, four lock nuts and a toe spike—in short, everything you need to make your stick an iceboard. Simply replace your Summer wheels with the Winter blades and you can skate in any climate. For further information, contact Sea Breeze of California, 8470 Cerritos Avenue #B, Stanton, CA,90680.

VAL SURF BOARDS

Val Surf of N. Hollywood, CA, has added some new boards to their line. The P.P.P. (Pool, Park, Pipe) was designed and tested by Kent Senatore. The template (available in 27½" or 29½" lengths) measures 8¼" at its widest point, blending into a round nose and full rounded diamond tail. The bent kicktail's degree of curvature and length combine to provide the proper footing for vertical and airborne riding. This superlight and responsive board is constructed of ten plys of aviation birch, laminated with resourcenal glue. A milimine central core adds strength and a good combination of stiffness and flex. The P.P.P.'s radiused edges take lots of abuse, while hand-sanded wheel wells allow clearance for low truck mounting.

The Val Surf 10 Ply is 7½" wide, available in lenghts of 27", 29" and 31". This board offers the same construction and basic features of the P.P.P. to skaters who prefer a narrower width.

The Val Surf Ski Skate—each and every one unique in design and appearance—is constructed of two pieces of oak centered with a milimine core, then veneered (top and bottom) with a finish of hardwood laminates consisting of padouk, shedua, koa, walnut, oak, ash, East Indian rosewood and Honduras mahogany. The board includes a bent tail and wheel wells and measures out at 7½" wide. Lengths of 27" or 29" are available. For more information, contact Val Surf, 4807 Whitsett Avenue, N. Hollywood, CA, 91607.

SIMS SUPERPLY®

After months of testing and refinement, Sims has introduced a new skate named the Superply® This is a wide, lightweight, durable board, constructed of seven laminations of Canadian maple. Featuring a kick-rise tail and an 8" width, the Superply® comes in lengths of 27½", 30" and 33". Contact Sims at 835 E. Canon Perdido, Santa Barbara, CA, 93103, for more details.

RADIKAL® TRUCKS

Mac Skateboard Products of Orlando, FL, introduces itself to the skateboarding public with the Radikal® truck, the first in a line of three specialized trucks utilizing the static axle system. The Radikal® truck, employing a 5" wheel base, is a specialized slalom design which transmits initial wheel stress directly to the pivot-pin bushing housing, allowing the axle itself to remain static. Mac claims a great increase in maneuverability as a result. Other features include precision-tooled bearing seats, tooled base plate and bushing seats, 100% neoprene rubber bushings, 100% nylon pivot-pin bushing with 100% neoprene pivot-pin cushion inside, a pre-punched 100% neoprene base plate pad and casts of Almag 35% magnesium, 65% aluminum. For further information on Mac trucks, write Mac Skateboard Products, 2110 Alden Road, Orlando, FL, 32803.

VECTOR® TRUCKS

Bennett Trucks now offers its new Vector series, featuring low-ratio, "non-wobble" geometry and a low center of gravity. The Vector trucks, constructed of Magalum® lightweight alloy, were built especially for park, bowl and high-speed skating. The main frame axle housing is an I-Beam® design with a heavy-duty nose pivot. The large action bolt has been replaced in this series by a lighter, stronger, heat-treated alloy steel King Pin. This assembly is recessed below the axle housing for greater ground clearance. The Vector One® has a fixed 3.3" track width suitable for freestyle as well as bowls. The Vector Stak-Trak® features a unique spacer ring system which allows six incremental track width adjustments from 3.3" to 4.1" for fine-tuning to varying conditions encountered in freestyle, park and slalom applications. Both have axle heights of 2.1" to 2.3", depending on King Pin adjustment.

GULL WING PRO TRUCKS

H.P.G.IV introduces the newest member of the Gull Wing family, the Gull Wing Pro truck. The casting is 380 alloy aluminum die cast with grade 8 heat-treated carbon steel axle and tension bolt. All materials and parts are guaranteed against breakage. Designed for those who prefer a more conventional riding style, the Pro features the tradititional Gull Wing cutaway for riding coping, plus natural rubber bushings. With a ¾" bearing-to-bearing measurement and a 5⅞" axle, this truck is specifically engineered for pool and park riding. H.P.G.IV is located at 1126 Pioneer Way, El Cajon, CA, 92020 (phone 714-440-0116).

TRAK V WHEELS

Tiger Enterprises has consolidated all their products under the new Tiger logo and have added another high-performance wheel to their line. The Tiger Trak V, an all-around wheel, comes in two bright colors, orange and green. The 91 shore urethane hardness and 65mm diameter makes this a good wheel for use in pipes, parks, pools or ramps. The complete Tiger catalog is available upon request by writing Tiger Enterprises, 23011 Parkway #B-12, Laguna Hills, CA, 92653.

EXCELLERATOR WHEELS

Progressive Skateboards of Gerogia also offers a new wheel dubbed the Excellerator. This is a double radial wheel featuring a recessed back for a more centered bearing (which, reportedly, keeps up momentum longer). Each wheel is industrially lathed. Excellerators are available in 57mm or 65mm sizes. For more details, write Progressive Skateboards, 207 Marray Drive, Chamblee, GA, 30341.

ROBINAK PACKS

Robinak has up-dated their line with two new packs. The re-designed Skatepack is 34" long, made from 6 oz. waterproof parapak nylon. It features a large extra pocket, heavy-duty bottom, adjustable shoulder straps and an internal cord lock system which provides a balanced, solid fit for your board and accessories. This pack is available in red, royal blue or navy, and each bag has a large color stripe for contrast.

Also new is the Robinak Pro Duffle, designed to carry several skateboards, plus helmet, gloves, pads, etc. Made from heavy coruda packcloth, this bag incorporates a unique full round top zipper for easy access, an inside pocket for valuables and a zippered pocket on the outside for safe keeping of small items. Heavy-duty handles and double stitching throughout make the Pro Duffle tough and practical. Available in royal blue and red, this bag measures 30" by 12" by 11". Contact Robinak at 835 E. Canon Perdido, Santa Barbara, CA, 93103, for more information.

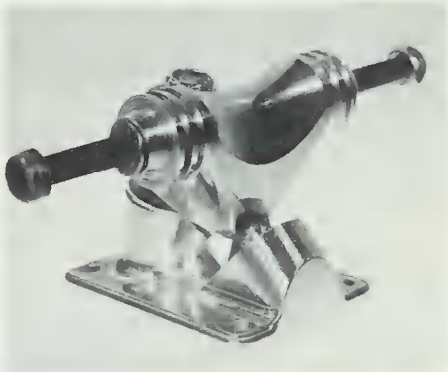
LOTUS SAFETY GEAR

Lotus International of Anaheim, CA, is making available a complete line of safety

VECTOR® TRUCKS

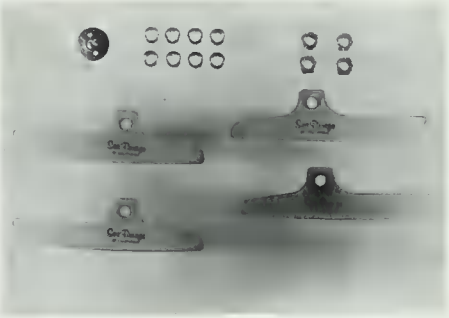
EXCELLERATOR WHEELS

TRACK V WHEELS

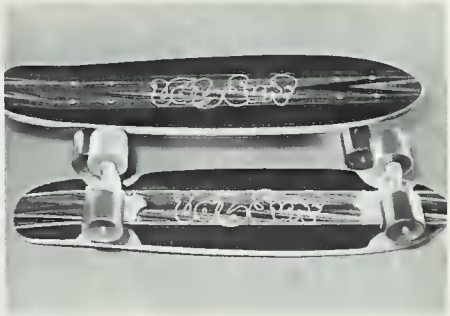


GULLWING PRO TRUCKS

ICE BLADES



LOTUS SAFETY GEAR



VAL SURF BOARDS

RADIKAL™ TRUCKS

SIMS SUPERPLY®

ROBINAK PACKS

equipment to answer the ever-present need of keeping your head (and other vital body parts) together when skating. The helmets are molded high-impact plastic, available in assorted colors and sizes. Gloves are made of rough suede with Velco wrist bands and thick foam padding, coming in small, medium and large sizes. Knee and elbow pads are knit of stretch nylon in various colors with white vinyl patches at the point of impact. Thick, high-density foam provides the padding. Pads come in sizes extra-small, small, medium and large. For additional information, contact Lotus International 1122 N. Gilbert Avenue, Anaheim, CA, 92801, or call Doug Shannon at (714) 635-2733 or 697-9951.

PICK UP THE HOT LINE BY AMPUL™

AMERICAN PULTRUDED PRODUCTS CORPORATION

100 West Alameda Avenue Burbank, California 91502 213/841-0300 Telex 910 498 2723

COMPLETE SKATEBOARDS **#00/$18.ea** Scooter board 24" fiberglass deck, 2" x 2" urethane wheels, aluminum trucks, semiprecision bearings. Removeable handle Avail in red, yel, blue, or surfer, red or orange wheels. **#0/$8.ea** Polyplastic kicktail 19" deck, multicolor wheels, aluminum trucks, contained bearings. Avail in red, yel, blue. **#01/$10.ea** Polyplastic kicktail 24" deck, 2"x2" urethane wheels, aluminum trucks, contained bearings. Avail in red, yel, blue, multicolor. **#01PB/$12.ea** Same as above (#01) except comes with quality precision bearings. **#1/$12.ea** Pultruded fiberglass 24" deck, 2"x2" urethane wheels, aluminum trucks, ¼" pads, contained bearings. Avail in red, yel, blue or surfer; red or orange wheels. **#2/$18.ea** Pultruded fiberglass 24" or 27" deck, 2"x2" urethane wheels, ACS 430 std trucks, ¼" pads, precision bearings, grip tape. Avail in red, yel, blue or surfer; red or orange wheels. **#3/$24.ea** new Pultruded fiberglass kicktail 24" or 27", red or orange AMPRO 6 wheels, ACS 500 std trucks, ½" pads, precision bearings, grip tape. Avail in red, yel, blue, black, surfer, handstander, motorcross, **#4/$28.ea** Aluminimum double kick 24" or 27", red or orange AMPRO 6 wheels, ACS 500 std trucks, ½" pads, precision bearings, grip tape. Avail in red, blue, black, gold & silver. **#5/$37.ea** Woodkicktail 24", 27" or 29", red or orange AMPRO 6 wheels, ACS 651 B & S trucks, ½" pads, precision bearings, grip tape. **#6/$39.ea** New 7" wd yel pultruded fiberglass camber kick cutaway 27", red or orange AMPRO 6 wheels, ACS 651 B & S trucks, ½" pads, precision bearings, grip tape. **#7/$42.ea** Polished aluminum silver camber kick cutaway, 27", red or orange AMPRO 6 wheels, ACS 651 B & S trucks, ¼" pads, precision bearings, grip tape. **#8/$42.ea** Polished aluminum silver camber 27", red or orange AMPRO 6 wheels, ACS 651 B & G trucks, ½" pads, precision bearings, grip tape. **#9/$44.ea** Tubetool 9 ply hardwood rocker, 28" or 30", multicolor AMPRO radius wheels ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape. **#10/$44.ea** Tubetool 9 ply hardwood kicktail, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape. **#11/$46.ea** Tubetool 9 ply hardwood rocker with new fiberglass core, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape. **#12/$46.ea** Tubetool 9 ply hardwood kicktail with new fiberglass bottom skin, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape. **#13/$48.ea** 9 ply hardwood kicktail with new pictorial veneer finish, 28" or 30", multicolor AMPRO radius wheels, ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape. **#14/$48.ea** Top of the line AMPRO Zero Flex pultruded fiberglass top & bottom skins with hardwood core & kicktail design. Comes in 28" or 30" multicolor AMPRO radius wheels, ACS 580 B & G trucks, ¼" pads, precision bearings, grip tape.

SAFETY EQUIPMENT **#S-1/$16.ea** Fiberglass metalflake helmet, S,M,L, silver, red or blue, **#S-2/$12.ea** NORCON plastic helmet, S,M,L, red, blue, yel, black, white. **#S-3/$20.ea** COOPER #600 helmet (not shown), S,M,L, red, blue, yel, multicolor. **#S-4/$20.ea** RECTOR padded shorts, sizes 26", 28", 30", 32", 34", 36", tutone or solid colors. **#S-5/$7.pr** AMFLEX padded gloves, S,M.L, **#S-6/$14.pr** RECTOR palm pad gloves, S,M,L. **#S-7/$12.pr** RECTOR knee pads, S,M,L, **#S-8/$9.pr** RECTOR elbow pads (not shown) S,M,L. **#S-9/$5.pr** AMFLEX knee pads, S,M,L. **#S-10/$5.pr** AMFLEX elbow pads (not shown) S,M,L.. **#S-11/$10.pr** AMPRO knee pads, S,M,L. **#S-12/$6.pr** AMPRO elbow pads, S,M,L.

TRUCKS **#T-1/$5.50ea** Cal Pro **#T-2/$6.ea** Cal Slalom **#T-3/$7.ea** Lazer **#T-4/$10.50ea** Tracker full/track w/pads **#T-5/$10.ea** Tracker mid/track w/pads **#T-6/$10.ea** Tracker half/track w/pads **#T-7/$4.ea** ACS 500 std **#T-8/$2.50ea** ACS 430 std **#T-9/$7.ea** ACS 650 B & S **#T-10/$6.ea** ACS 651 B&S **#T-11/$6.ea** ACS 580 B & S **#T-12/$4.50ea** ACS 500 B & S **#T-13/$3.ea** ACS 430 B & S **#T-14/$7.50ea** ACS 650 B & G **#T-15/$6.50ea** ACS 651 B & G **#T-16/$6.50ea** ACS 580 B & G **#T-17/$5.ea** ACS 500 B & G **#T-18/$3.50ea** ACS 430 B & G **#T-19/$5.ea** AMPRO truck new (not shown).

PARTS **#P-1/$60** Wedge skidplate blue, red, yel, black **#P-2/$.75 ea** 360° Skid pivot red, yel, blue **#P-3/$.75ea** Ramp pad **#P-4/$.50ea** ¼" Pad **#P-5/$.50ea** ½" Pad **#P-6/$2.ea** Precut grip tape 24", 27", 29", **#P-7/$1.50pr** Precision axle extenders **#P-8/$1.pr** Bumper guard for wood decks **#P-9/$.75set** Hardware (1¼") **#P-10/$.75set** Hardware (2") **#P-11/$.50ea** General bearing **#P-12/$1.50ea** German bearing **#P-13/$1.ea** IKS or Koyo **#P-14/$.50ea** Flat wrench **#P-15/$1.75ea** T-handle wrench

WHEELS Add $1.50 per wheel for high speed precision bearings. **#W-1/$1.50ea** AMPRO wide 4 (2" wd x 2" dia.) red or orange **#W-2/$1.50ea** AMPRO 4 (1¾" wd x 2¼" dia.) red or orange **#W-3/$2.ea** AMPRO wide 6 (2½" wd x 2¼" dia.) red or orange **#W-4/$2.ea** AMPRO 6 (2-1/8" wd x 2½" dia.) red, yel, blue, orange or green. **#W-5/$2.50ea** AMPRO wide tunnel (3" wd x 2¼" dia.) red or orange **#W-6/$3.ea** new AMPRO 7 (1¾" wd x 2-5/8" dia.) red or orange **#W-7/$3.ea** AMPRO 8 (2-1/8" wd x 3" dia.) red or orange **#W-8/$3.50ea** AMPRO'S newest precision radius wheel (2" wd x 2½" dia.) black, yel, blue or red. **#W-9/$4.ea** Sims Comp **#W-10/$4.ea** Tunnel Rocks **#W-11/$4.ea** Powerflex 5's or 7's **#W-12/$3.50ea** Tunnel Holand **#W-13/** Star Trac Kryptonics, 60mm/**$5.ea**, 65mm/**$5.50ea**, 70mm/**$6.ea** **#W-14/$4.ea** Giant mag (not shown)

PULTRUDED FIBERGLASS DECKS Add **$2.ea** for kick on any fiberglass deck. Solid color decks 24"/**$5.ea**, 27"/**$5.50ea** avail in: **#D-0** white, **#D-1** lt. blue, **#D-2** yel, **#D-3** red, **#D-4** dark blue, **#D-5** green, **#D-6** black. Pattern decks 24"/**$6.ea**, 27"/**$6.50** ea avail-in: **#D-8** red,Hawaiian, **#D-9** green Hawaiian, **#D-10** orange Hawaiian, **#D-11** blue Hawaiian, **#D-12** USA I, **#D-13** USA II, **#D-15** motorcross, **#D-16** handstander, **#D-17** surfer.

WOOD DECKS **#D-18/$10.ea** Woodkick avail in 24," 27", 29", **#D-19/$12.ea** 9 ply hardwood rocker avail in: 28",' 30", **#D-20/$12.ea** 9 ply hardwood kick avail in: 28", 30", **#D-21/$14.ea** 9 ply hardwood kick w/fiberglass core avail in: 28", 30" **#D-22/$14.ea** 9 ply hardwood kick w/fiberglass bottom avail in: 28", 30", **#D-23/$16.ea** 9 ply hardwood w/new pictorial veneer avail in: 28", 30" **#D-24/$16.ea** AMPRO Zero Flex kick pultruded fiberglass top & bottom w/hardwood core.

ALUMINUM DECKS Doublekick alum decks 24"/**$8.50ea**, 27"/**$10.ea** avail in: **#D-25** black, **#D-26** blue, **#D-28** purple, **#D-29** red, **#D-30** gold, **#D-31** silver, **#D-35/$16.ea** 27" polished aluminum camberkick cutaway, **#D-36/$16.ea** 27" polished aluminum camber **#D-32/$11.50ea** new 7" wide x 27" fiberglass camberkick cutaway **#D-37/$3.ea** 24" polyplastic deck avail in: red, yel, blue, multicolor, **#D-38/$2.50ea** 19" polyplastic deck avail in: red, yel, blue.

AMPUL AMERICAN PULTRUDED PRODUCTS CORPORATION
100 West Alameda Avenue Burbank, California 91502 213/841-0300 Telex 910 498 2723

#00/$18.ea Qty ☐red ☐yellow ☐blue ☐surfer ☐red wheels ☐orange wheels #0/$8.ea Qty ☐red ☐yellow ☐blue
#01/$10.ea Qty ☐red ☐yellow ☐blue ☐multicolor #01PB/$12.ea Qty (not shown) ☐red ☐yellow ☐blue ☐multicolor
#1/$12.ea Qty ☐red ☐yellow ☐blue ☐surfer ☐red wheels ☐orange wheels
#2/$18. ea Qty. ☐24" ☐27" ☐red ☐yellow ☐blue ☐surfer ☐red wheels ☐orange wheels
#3/$24.ea Qty ☐24" ☐27" ☐red ☐yellow ☐blue ☐black ☐handstander ☐motorcross ☐surfer ☐red wheels ☐orange wheels
#4/$28.ea Qty ☐24" ☐27" ☐red ☐blue ☐black ☐gold ☐silver ☐red wheels ☐orange wheels
#5/$37.ea Qty ☐24" ☐27" ☐29" ☐red wheels ☐orange wheels #6/$39.ea Qty ☐red wheels ☐orange wheels
#7/$42.ea Qty ☐red wheels ☐orange wheels #8/$42.ea Qty ☐red wheels ☐orange wheels #9/$44.ea Qty ☐28" ☐30"
#10/$44.ea Qty ☐28" ☐30" #11/$46.ea Qty ☐28" ☐30" #12/$46.ea Qty ☐28" ☐30"
#13/$48.ea Qty ☐28" ☐30" #14/$48.ea Qty ☐ 28" ☐30"

☐S-1/$16.ea Qty ☐small ☐large ☐red ☐medium ☐silver ☐blue ☐S-2/$12.ea Qty ☐small ☐large ☐blue ☐black ☐medium ☐red ☐yellow ☐white
☐S-3/$20.ea Qty (not shown) ☐small ☐large ☐medium ☐red ☐blue ☐yellow ☐multicolor ☐S-4/$20.ea Qty ☐26" ☐30" ☐34" ☐Tutone ☐28" ☐32" ☐36" ☐solid colors
☐S-5/$7.pr Qty ☐small ☐medium ☐large ☐S-6/$14.pr Qty ☐small ☐medium ☐large
☐S-7/$12.pr Qty ☐small ☐medium ☐large ☐S-8/$9.pr Qty (not shown) ☐small ☐medium ☐large
☐S-9/$5.pr Qty ☐small ☐medium ☐large ☐S-10/$5.pr Qty (not shown) ☐small ☐medium ☐large
☐S-11/$10.pr Qty ☐small ☐medium ☐large ☐S-12/$6.pr Qty ☐small ☐medium ☐large

☐T-1/$5.50ea Qty ☐T-2/$6.ea Qty ☐T-3/$7.ea Qty ☐T-4/$10.50ea Qty ☐T-5/$10ea Qty
☐T-6/$10.ea Qty ☐T-7/$4.ea Qty ☐T-8/$2.50ea Qty ☐T-9/$7.ea Qty ☐T-10/$6.ea Qty
☐T-11/$6.ea Qty ☐T-12/$4.50ea Qty ☐T-13/$3.ea Qty ☐T-14/$7.50ea Qty ☐T-15/$6.50ea Qty
☐T-16/$6.50ea Qty ☐T-17/$5.ea Qty ☐T-18/$3.50 Qty ☐T-19/$5.ea Qty new AMPRO trucks (not shown)

☐P-1/$60 Qty ☐blue ☐red ☐yellow ☐black ☐P-2/$.75ea Qty ☐red ☐yellow ☐blue ☐P-3/$.75ea Qty
☐P-4/$.50ea Qty ☐P-5/$.50ea Qty ☐P-6/$2.ea Qty ☐24" ☐27" ☐29" ☐P-7/$1.50pr Qty
☐P-8/$1.pr Qty ☐P-9/$.75set Qty ☐P-10/$.75set Qty ☐P-11/$.50ea Qty
☐P-12/$1.50ea Qty ☐P-13/$1.ea Qty ☐P-14/$.50ea Qty ☐P-15/$1.75ea Qty

☐W-1/$1.50ea Qty ☐red ☐orange ☐W-2/$1.50ea Qty ☐red ☐orange ☐W-3/$2.ea Qty ☐red ☐orange
☐W-4/$2.ea Qty ☐red ☐yellow ☐blue ☐orange ☐green ☐W-5/$2.50ea Qty ☐red ☐orange
☐W-6/$3.ea Qty ☐red ☐orange ☐W-7/$3.ea Qty ☐red ☐orange ☐W-8/$3.50ea Qty ☐black ☐yellow ☐blue ☐red
☐W-9/$4.ea Qty ☐W-10/$4.ea Qty ☐W-11/$4.ea Qty ☐5 ☐7 ☐W-12/$3.50ea Qty
☐W-13 Qty ☐60mm $5.ea ☐65mm $5.50ea ☐70mm $6.ea ☐W-14/$4.ea Qty (not shown)

#D-0 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick #D-1 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick
#D-2 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick #D-3 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick
#D-4 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick #D-5 Qty ☐24"/$5.ea ☐27"/$5.50ea ☐plus $2. for kick
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#D-13 Qty ☐24"/$6.ea ☐27"/$6.50ea ☐plus $2. for kick #D-15 Qty ☐24"/$6.ea ☐27"/$6.50ea ☐plus $2. for kick
#D-16 Qty ☐24"/$6.ea ☐27"/$6.50ea ☐plus $2. for kick #D-17 Qty ☐24"/$6.ea ☐27"/$6.50ea ☐plus $2. for kick
#D-18/$10.ea Qty ☐24" ☐27" ☐29" #D-19/$12.ea Qty ☐28" ☐30" #D-20/$12.ea Qty ☐28" ☐30"
#D-21/$14.ea Qty ☐28" ☐30" #D-22/$14.ea Qty ☐28" ☐30" #D-23/$16.ea Qty ☐28" ☐30"
#D-24/$16.ea Qty ☐28" ☐30" #D-25/ Qty ☐24"/$8.50ea ☐27"/$10.ea #D-26 Qty ☐24"/$8.50 ☐27"/$10.ea
#D-28 Qty ☐24"/$8.50ea ☐27"/$10.ea #D-29 Qty ☐24"/$8.50ea ☐27"/$10.ea
#D-30 Qty ☐24"/$8.50ea ☐27"/$10.ea #D-31 Qty ☐24"/$8.50ea ☐27"/$10.ea ☐D-32/$11.50ea Qty
☐D-35/$16.ea Qty ☐D-36/$16.ea Qty ☐D-37/$3.ea Qty ☐red ☐yellow ☐blue ☐multicolor
☐D-38/$2.50ea Qty ☐red ☐yellow ☐blue

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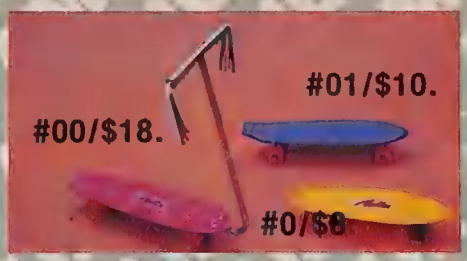

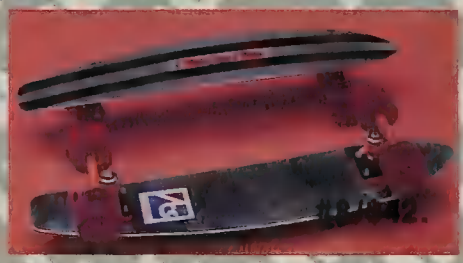

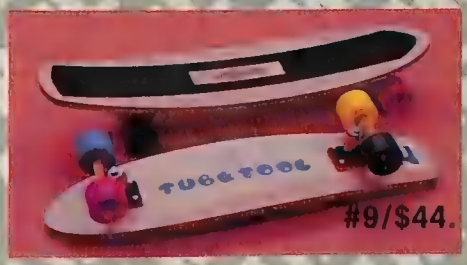

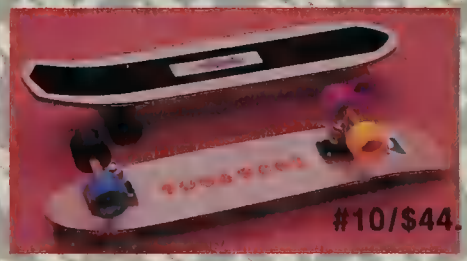

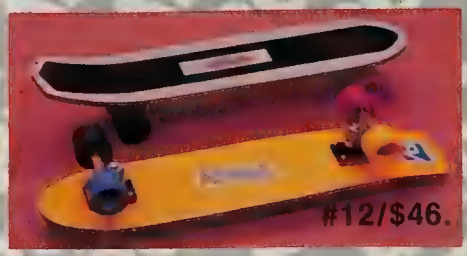

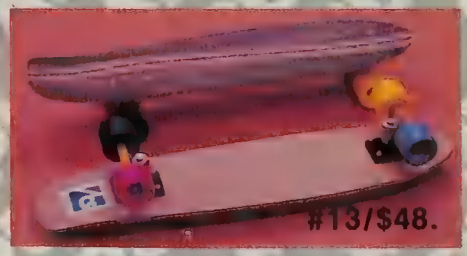

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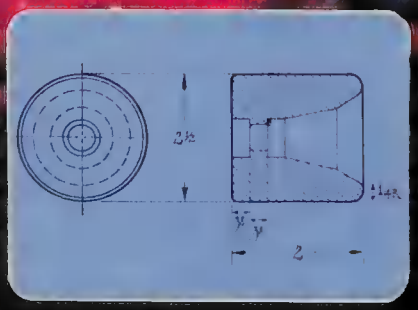

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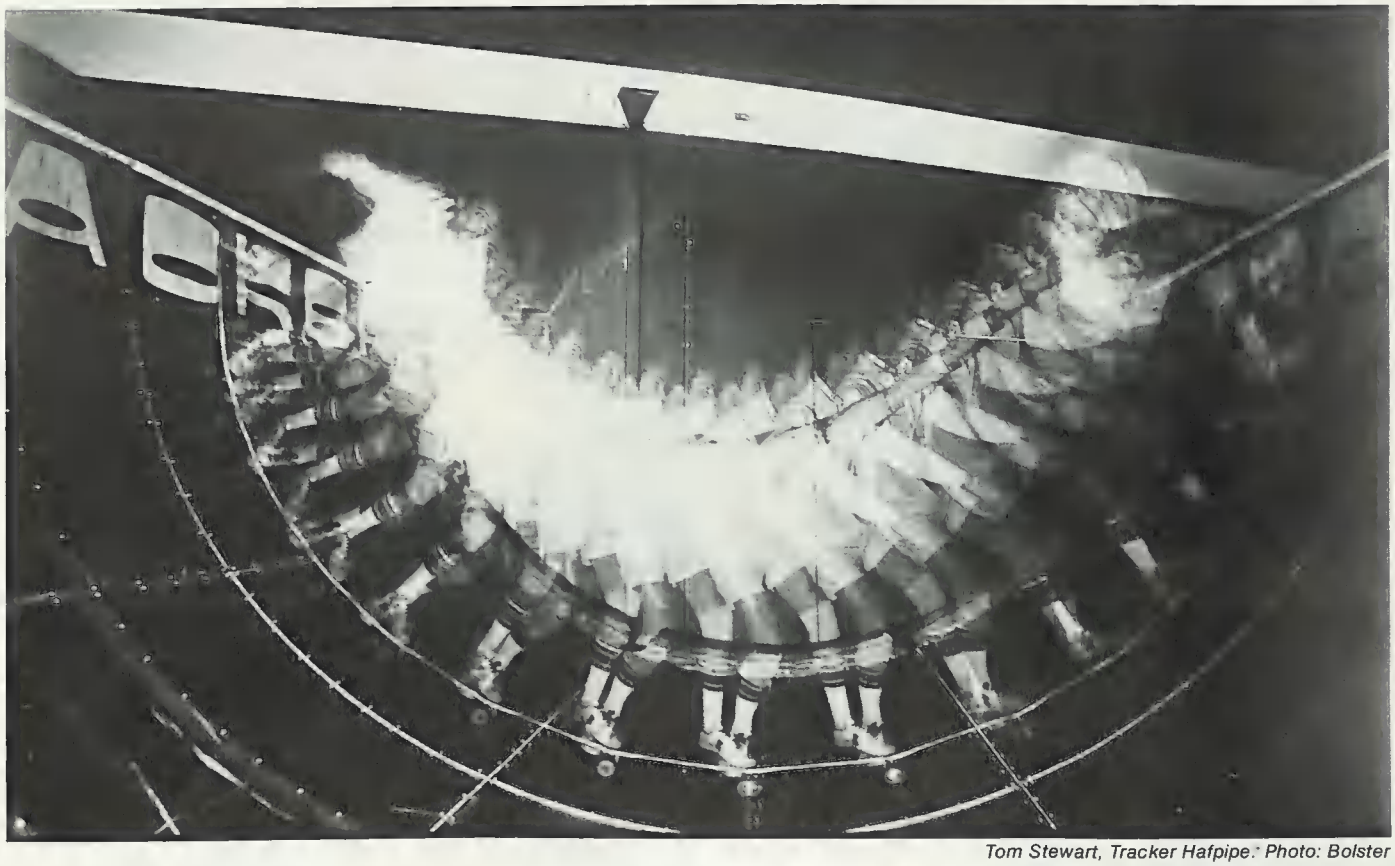

Tom Stewart, Tracker Hafpipe. Photo: Bolster

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Off The Wall

Then there's the unconfirmed report of the heartbreak kid, Bobby Piercy's, engagement to a lovely London lass. The staff wishes to express their condolences to the legions of Piercy admirers who continually send in their written messages to the darling boy. (See SkatePost this issue.) Perhaps Bobby's marriage can stop all this nonsense—only kidding, girls, keep on trying! Our publisher would like to make it clear that last month's reference to B.P.'s visit to the set of David Bowie's movie, "Just A Giggolo," has nothing to do with the preceding. Best of luck to all concerned.

LONDON UPDATE

Superskater, Stacy Peralta, phoned (long distance, person-to-person, collect) at 4:30 A.M. to advise us on the true story of his "brush with the law." Apparently, after all the global press sensation, Ole Stacy figures that this is the only place he can get the truth printed. So, here goes. Hot off the plane, Peralta was being interviewed by four foreign correspondents when Bobbie Badge SC612 "politely asked him to stop," which Stacy did. However, the press personnel harassed the lawman to the point of exasperation. Through all of this, Peralta and the Bobbie remained cordial; any ill feeling was solely on the part of the newsmen. However, newsboys will be newsboys, and the morning papers' headlines read, "U.S. SKATER ARRIVES IN LAW'S HANDS." From there, things got so distorted that Stacy had to do an interview on the B.B.C. telly to get things cleared up. We think that Peralta handled things well so far; but, due to his radical reputation, when the National Enquirer gets hold of this, who knows how bizarre this tale could become?

During this whole mess, Dave "Don't call me FibreFats, call me the Stone Fox" MacIntyre was holding court at the Grosvenor House on Park Lane. Fats, whoops, we mean the Stone Fox, was observed sailing through the crowd at a giant formal party in the posh hotel's ballroom with a girl on each arm. As the trio moved and grooved, numerous balloons at the affair strangely popped. The bellman, thinking there was some connection between the FatFox and the explosions, accosted our hero. He demanded the solid gold hatpin which a society matron claimed to have seen Fats with. Ever the sportsman, squire David consented to a search; but no pin turned up. Then, gleefully eyeing his curvaceous companions, MacIntyre asked if they were to be searched, too. The embarrassed bellman was at a loss for words, so the StoneFats offered to perform the body search himself, stating, "You see, I'm good at this sort of thing." The two young women nodded in agreement.

GOOD IDEAS AND GOOD FUN DEPT.

Take filmmakers, Chris Carmichael and Pat Darrin. Have the pair rent the Upland Skate Park for a day. Now have them hire such stellar talents as Chris Strople, Tom Inouye, Rick Blackhart, Tay Hunt, Kirk Talbot, Doug Schneider, Waldo Autry, Curt Kimball, Steve Alba, Scott Dunlap, Bob Skoldberg, Mike Weed, Paul Hoffman, Steve Shipp and Skitch Hitchcock to show up. Toss in a full film crew and a few visitors like World Record pole-vaulter, Steve Smith, top pro surfer, Rory Russell and a gaggle of such walk-ons as Steve Caffrey, Dennis Martinez, et al. Now you can see that you've already got a heavy session; and, considering that these were paid auditions for Carmichael/Darrin's upcoming 35mm feature (a shot at the big time, if you prefer), you know that the players were all going for it. In fact, some were actually calling it the heaviest session they'd ever seen. But Pat and Chris were just calling it the Super Bowl Expression Session. According to Chris, it was just a hint of things to come. So look for more events such as the non-contest from the combine. Oh, by the way, the film from the occasion was so meaty that the J.C. Penney Corporation wants to buy it for a commercial.

THE PEPSI CHALLENGE DEPT.

The Pepsi Team is known far and wide for its professional brand of showmanship and its tour de force demos. Unfortunately, during a recent exposition at California's Knott's Berry Farm amusement park, a security officer briefly failed to take this into account when dealing with two new Pepsi Team members. The novice Pepsites, Tony Alva and Rod Saunders, demonstrated levels of craziness that caused the officer to flip out, literally throwing them out of the park. "But we're with the Team," they explained—to no avail. Meanwhile, back at the ramp, the rest of the Pepsi contingent performed up to everyone's abundant expectations. Paul Hoffman has nominated the pair for the Team award for shortest membership. Since they were both on the Team a combined 26 minutes, we don't think they'll have much competition.

REGGAE, RAGS, RICHES, ETC.

Also on the bill with the Pepsi Team were pop-rock favorites, The DeFranco Family. Team member and songwriter, Ray Flores, taking advantage of the situation, corralled the DeFrancos to audition one of his songs for them. The singers, to the amazement of everyone but Flores, liked the tune so much that they bought it on the spot. Not bad for a day's work, eh?

GOOD MORNING LITTLE SCHOOL DEPT.

Everyone knows Wentzle Ruml IV, and everyone who knows him remembers his classic dedication to school attendance during his high school days. Consider the possibilities for a moment of Wentzle's appearing on the cover of YOU AND YOUR WORLD, a magazine distributed by assorted school systems throughout the land. If taking Wentzle home in your lunch pail doesn't get your mind working, ponder some of the mag's other topics: "Suzy skates for a living," "How to handle a terrorist attack on your classroom," "Bats and rabies," and "Seen any good movies lately?"

MR. GOODBAR DEPT.

Gary Coccaro's back on the coast, having completed a clean bowl for Frank Nasworthy in Florida. The Kingfish has been hanging with Tom Stewart and the Rampage master designer's new roommate, Waldo Autry. Now all the three have to do is figure out where to put Waldo's full-size pool table.

SWITCH HITTING DEPT.

Ellen Berryman is now riding for Alley Cat of London. Paul "Raul-Pepe" Hoffman is now testing for Hobie with Vicki Vickers. Bill Andrews of the La Jolla tribe is on the loose once again, so look out! Jay Adams is in Hawaii, "Keeping Rory Russell's beachside ramp warm" while Rory travels to Australia for the Stubbies Surfabout.

QUESTION DEPT.

Q: Why did Michael Jackson cut off the bottom of a giant FibreFlex dealer sticker?

A: It's big enough to cover the top of a Cadillac El Supremo.

Q: Was that really Philainey swimming in the club pool near the 13th hole at La Costa wearing only a Sparks tank

FUNNY FOTO

top? And, 2: Why was she blowing minds?

A: We'll never tell.

PROS IN RESIDENCE DEPT.

Multiple World Champion, Bruce Logan, resettled in a new house in Leucadia, is looking especially fit and healthy these days, so the rest of you had better take warning!

HIDE OUT DEPT.

The Beast's been ducking Skobie on a rematch for the Ping Pong Kingship. Could the reason possibly be that Beasty's been shooting with Victoria Holman a.k.a. Miss Hobie for an up-coming PLAYBOY featurette?

Paul St. Pierre's been sighted on the Ski Patrol at California's June Mountain.

Denis Shufeldt is recovering nicely from his auto mishap. Denis is on his feet and on the scene once again.

AWARD DEPT.

Buffalo Head's collision with the Tracker ramp in his 924 Porsche gets the Man VS Machine award.

Larry Gordon, who we're told has a "position of some importance at G & S," reports that the firm netted four awards in the magazine color division from the 1977 Annual Communication Arts group.

The TELEX of the Year award goes to Hobie's Pat Casey, who cabeled this jewel to Cash McAnlis in France: STOP. I CAN'T TAKE IT ANY LONGER STOP SAVE SOME WINE FOR ME STOP AM ON WAY OVER STOP I'LL PROBABLY BE THERE BEFORE THIS MESSAGE STOP

Last and probably least, the collector of the month award goes to Gregg Ayres for his plan to garage an Alfa Romeo for fifteen years "until it ages properly."

FUTURE SHOTS DEPT.

John O'Malley is heading a new independent consultation firm called Om Design. John's plans in the works for perfect component parks with more viable skating surfaces are already raising eyebrows.

PRO-BOWL DEPT.

Henry Hester has announced the latest details for his I.S.A. Pro Bowl series. Bad H's intent is to establish vertical competition and advance the state of the art. There will be points awarded in each contest toward a '78 Pro Bowl Championship. Contest #1 is slated for Spring Valley's Skateboard Heaven with cash prizes of $1,000 down for freestyle with other cash awards for One Wheelers and Tile Riding.

The Runway/Pepsi Pro Challenge Cup, featuring slalom and bank slalom, for men only is scheduled for May 17 (qualifying on May 16) at the Runway Skate Park in Carson, CA. In competition for the $2,000 purse will be, among others, Krisik, Piercy, Hester, Skoldberg, Williams, Howell and Jetton.

MS. STEAK'S DEPT.

Cubette reporter, Steak, was hard at her work of sabotage in the March issue, resulting in the following flubs: In Equipment Update, the address of E. C. Innovations, makers of the No Hang Truck Guard, Tail Tapper Tail Block and Colortraction Deck Surface Kit, was inadvertently deleted. You can contact this company at Box 4348, Los Angeles, CA 90051. She even hit the cover caption in that issue, causing Scott Senatore's name to be misspelled ("Senatoure") and the photo location to be incorrectly identified as Solid Surf when, in fact, this shot was taken at Groundswell Skate Park in Ft. Pierce, FL. Good work, Ms. Steak!

SAME FACE, NEW PLACE DEPT.

Val Surf has moved its Woodland Hills shop to a new and larger location at 22211 Ventura Blvd., Woodland Hills, CA 91364. The additional space will allow them to stock ski equipment, as well as the usual skate gear.

FUNNY FOTOS DEPT.

And now, down to some serious business: The Funny Winners. We've been deluged with answers on our March Photo view-all. So far, over 300 have correctly identified that Stone Fox, Dave MacIntyre, as our "not Baby Bigfoot." Our winner, Peter Von Conta, of Montgomery Center, Vermont, wins the grand prize of a SKATEBOARDER Day Pack. Runners-up kudos (but, sorry, no prizes) go to Chris Taylor or C.B., Iowa, and Tim Patillo or McHenry, Illinois. There are still no winners in our April guess fest, but Todd Hastings of Santa Barbara, California, came awfully close . . . and, in this instance, "awful" is the correct word. To get you funsters on the right track: He knows both Hobie and FibreFats. Clue, too: Mr. Sam Harley and Ms. Donna Davidson are incorrect. For more mental gymnastics, see this month's offering. Hang loose and stay tight.

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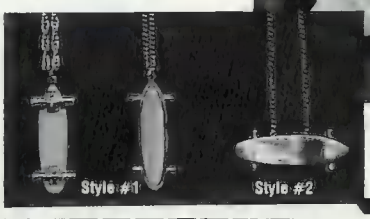

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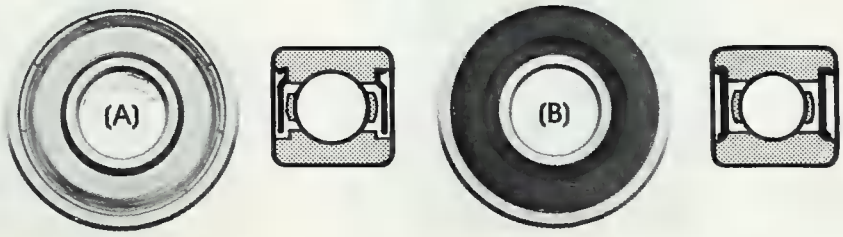

Bearing (A) photographed and diagramed above is what everyone calls a metal shielded bearing (608-ZZ). The advantage of this bearing is that your initial kick-off is faster with less drag, also the bearing lets your wheels spin longer and more freely.

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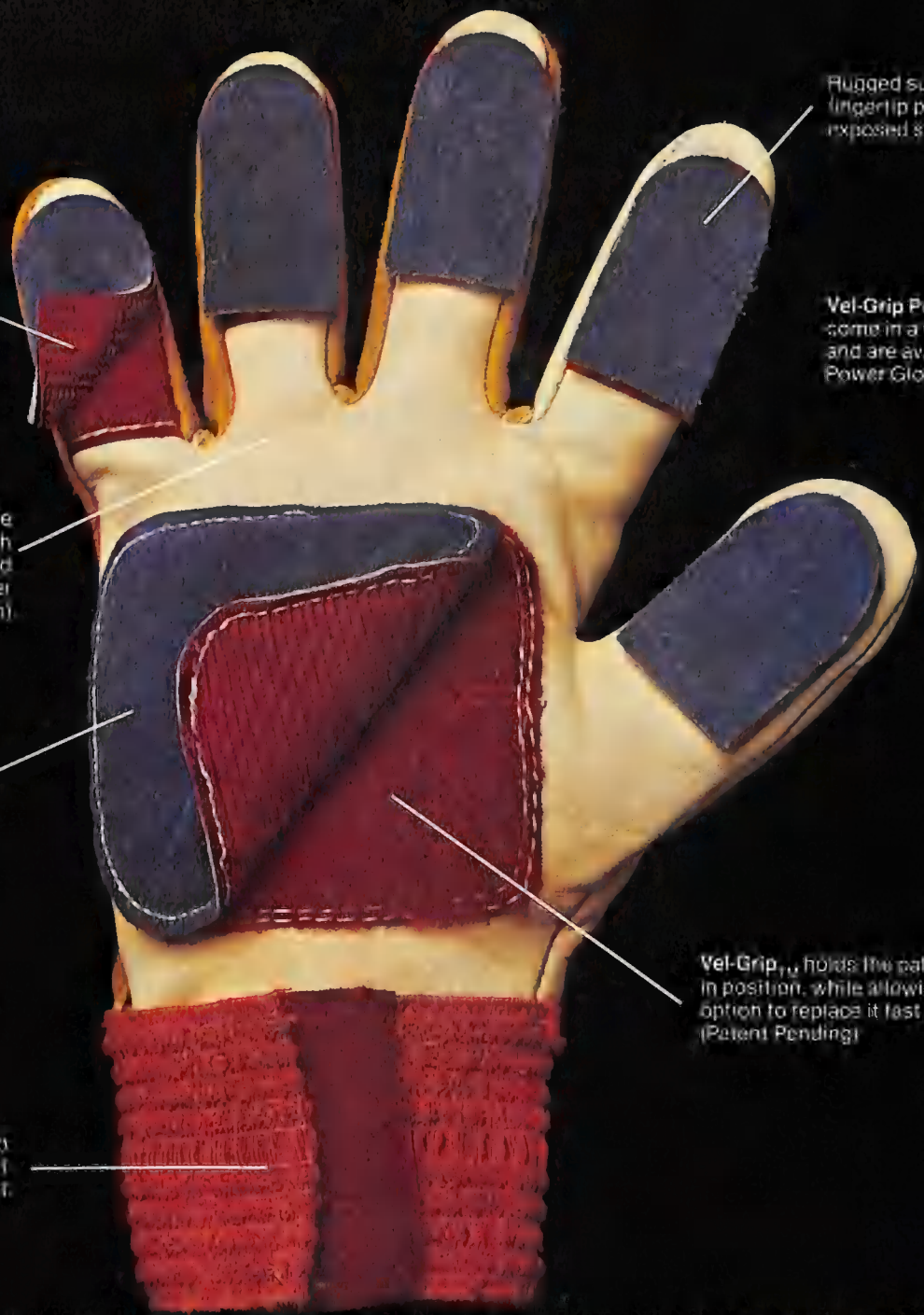

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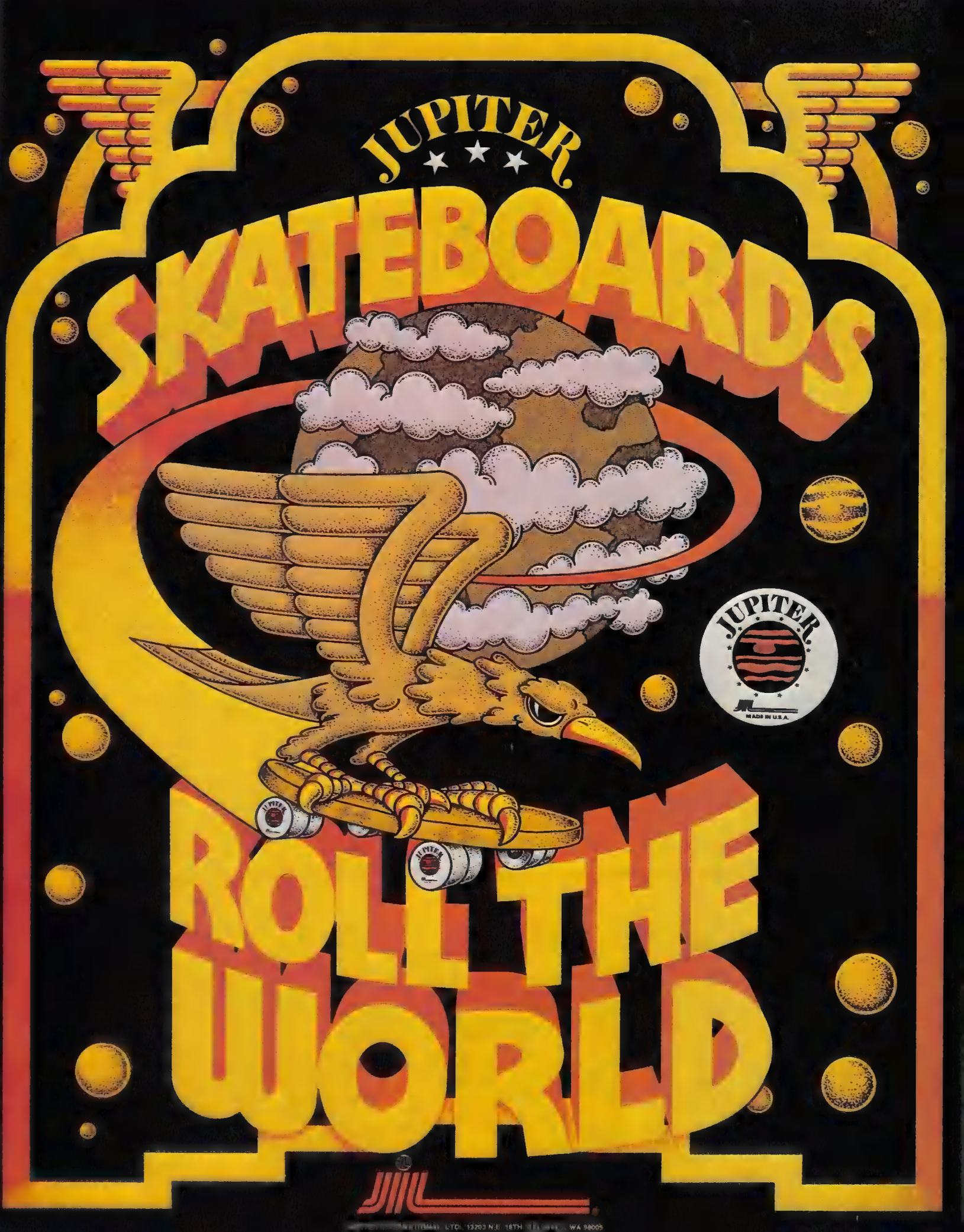
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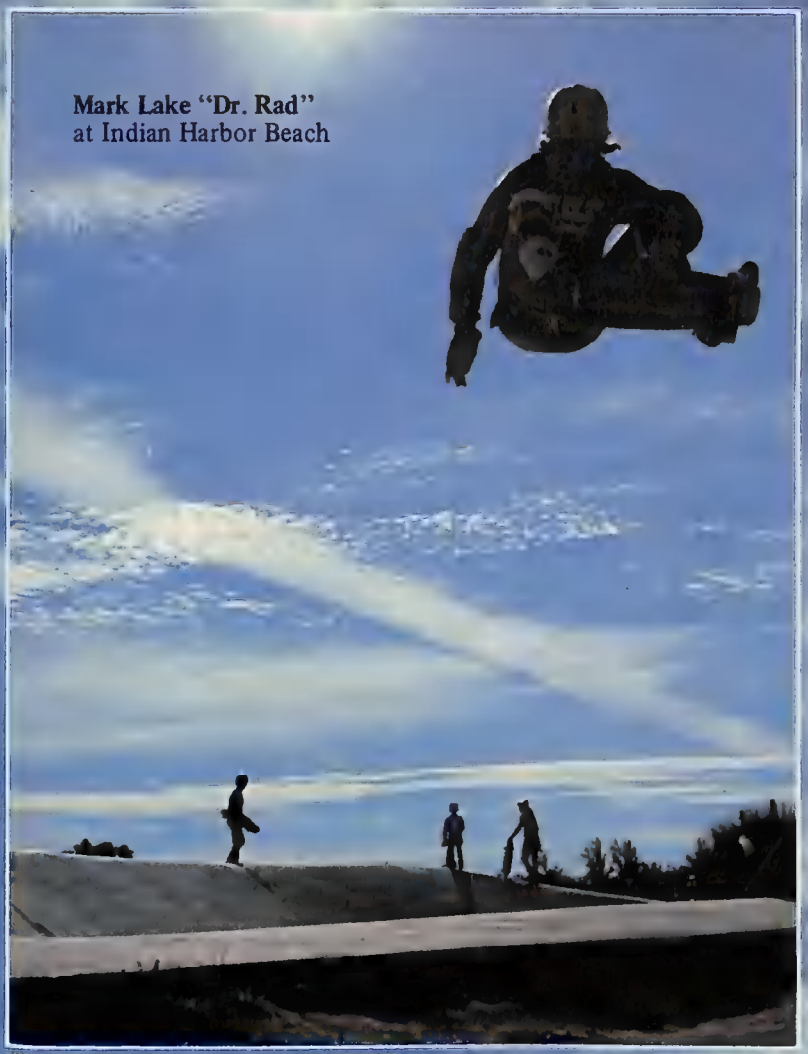
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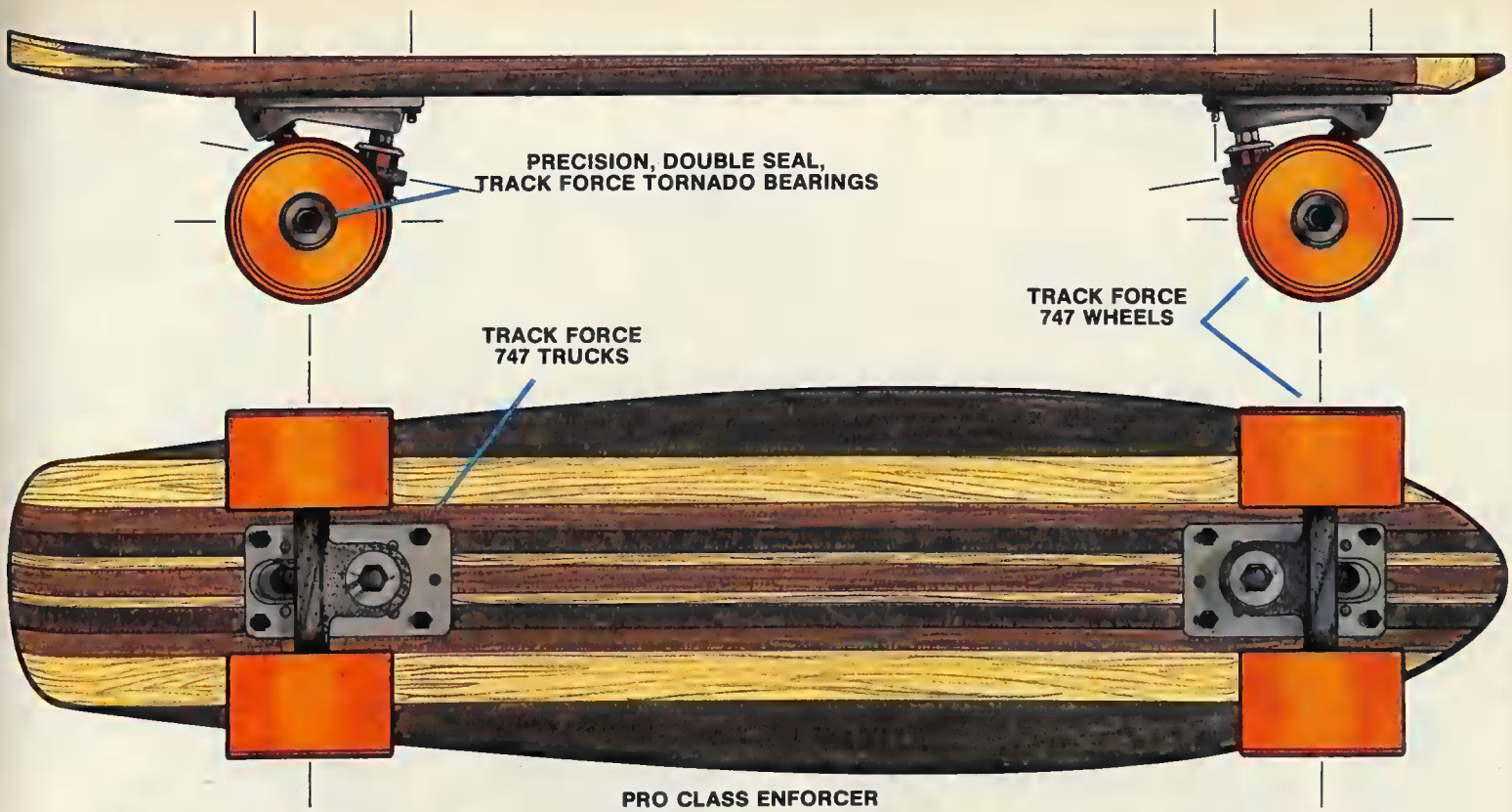

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David Hackett—"For this speed and situation I was instantly in and out of, Emotion Wheels are thee only ones that could have pulled it off."

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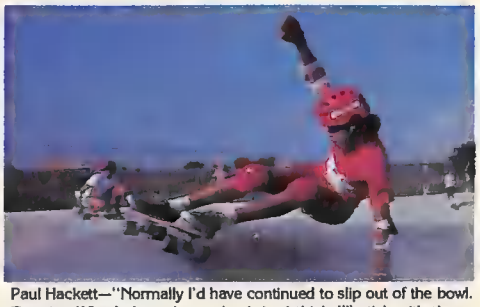
Patents applied for.



Paul Hackett—"Normally I'd have continued to slip out of the bowl. Emotion Wheels brought me back in. I think I'll stick with these. There's no need to look elsewhere."

Woody Woodward—"Glide slides at the limit and I'm still holding!"

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Bennett, ☐ Hijacker, $6.95; ☐ Pro, $8.95; ☐ Pro Ad + Trak, $10.50. Mac Trac, ☐ Pro (axle width 5⅝"), $8.95; ☐ Pro Plus (axle width 6½"), $9.95. ☐ ACS 500, $4.95; ☐ Black/Gold add 50¢; ☐ ACS 651, $6.95; ☐ Black/Gold add 50¢. ☐ HPG Gullwings (includes support brackets), $13.50; ☐ HPG Phoenix, $12.50. ☐ Lazers, $7.50; ☐ Lazer Slaloms, $9.50. Trackers, ☐ Ful, $10.95; ☐ Mid, $10.95; ☐ Haf, $10.50.

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Russ Howell

Russ Howell is one of today's top freestylers and holds the world record for consecutive 360's. He has been using the **Power Pivot**® tail block for over two years. Like so many of todays hot riders (Jay Adams, Tony Alva and Paul Constantineau to name a few), Russ depends on the **Power Pivot**® edge to give him maximum control for both free style and bowl riding.

Then there's the other plus — wearability. After eight hours of practicing 360's, as Russ has been known to do, a board could really get worn out. The **Power Pivot**® is not only replaceable protection, but its unique, nylon based composition actually lasts longer than your board, wear for wear, and, the surface wears evenly so it gives consistent performance until it is ready to be replaced.

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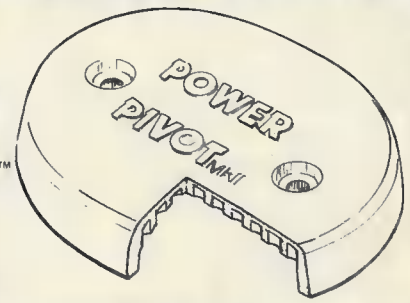
DHD

POWER PIVOT™ MkII



A skateboard tail block designed by David Hill and distributed by Control® Products.

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	9B	27.50 ea.	
	10	4.25 ea.	
	11A	6.25 ea.	
	11B	6.50 ea.	
	11C	6.75 ea.	
	12A	7.25 ea.	
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	12C	6.35 ea.	
	12D	4.50 ea.	
	13A	6.50 ea.	
	13B	6.95 ea.	
	14A	5.95 ea.	
	14B	6.50 ea.	
	14C	6.95 ea.	

Qty.	No.	Price	Total
	15A	6.50 ea.	
	15B	7.50 ea.	
	15C	6.95 ea.	
	16A	7.25 ea.	
	16B	6.75 ea.	
	16C	6.75 ea.	
	16D	7.95 ea.	
	17A	5.95 ea.	
	17B	5.25 ea.	
	17C	5.95 ea.	
	17D	5.75 ea.	
	18A	5.50 ea.	
	18B	6.95 ea.	
	18C	5.30 ea.	
	18D	7.45 ea.	
	19A	4.50 ea.	
	19B	4.25 ea.	
	19C	4.95 ea.	
	19D	5.25 ea.	
	20A	5.25 ea.	
	20B	6.50 ea.	
	20C	4.50 ea.	
	21	47.50 ea.	
	22A	6.95 ea.	
	22B	4.50 ea.	
	22C	6.25 ea.	
	23A	7.50 ea.	

Qty.	No.	Price	Total
	23B	6.50 ea.	
	23C	7.95 ea.	
	23D	6.95 ea.	
	24A	9.25 ea.	
	24B	9.25 ea.	
	24C	8.95 ea.	
	25A	9.95 ea.	
	25B	8.50 ea.	
	25C	6.50 ea.	
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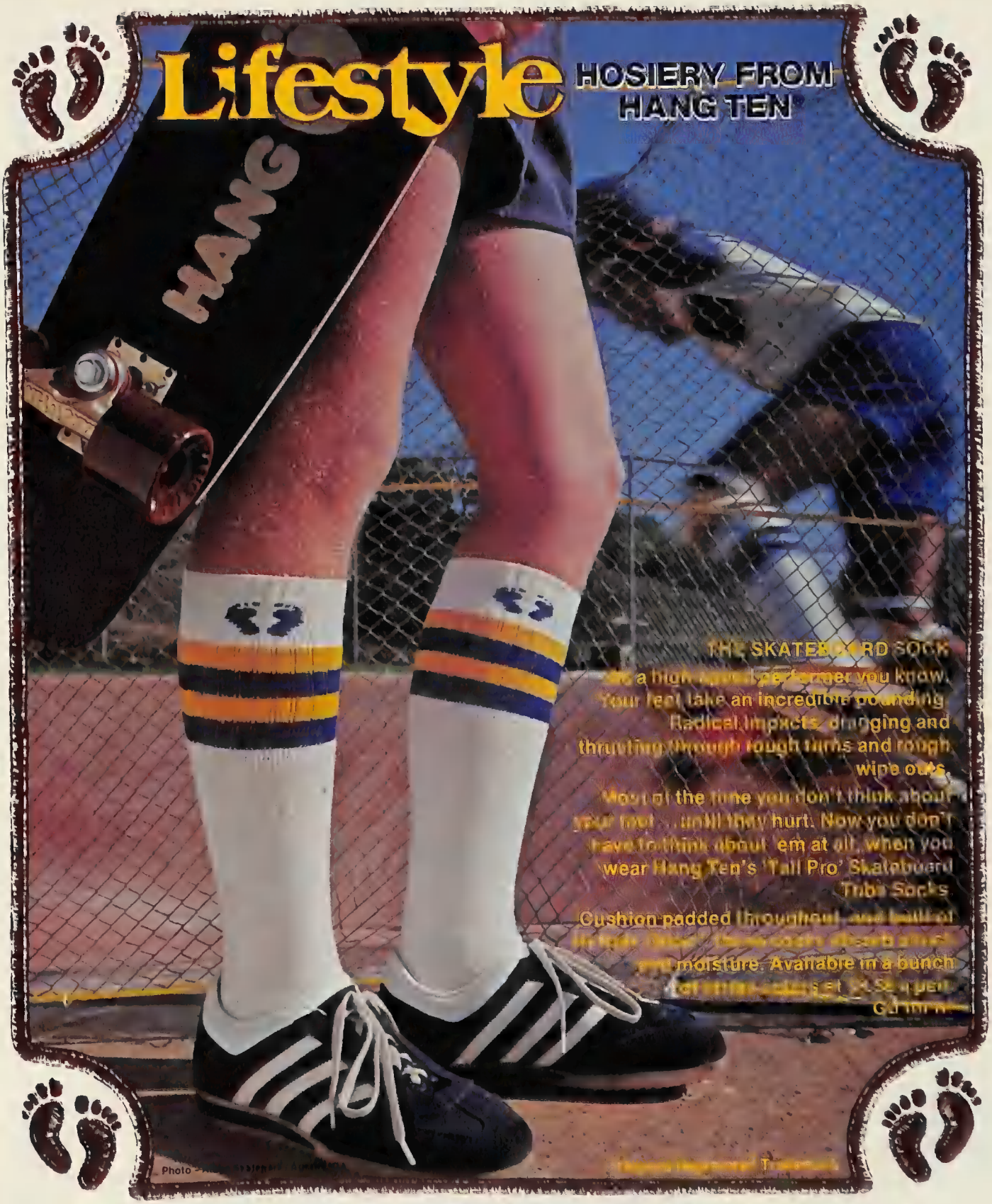

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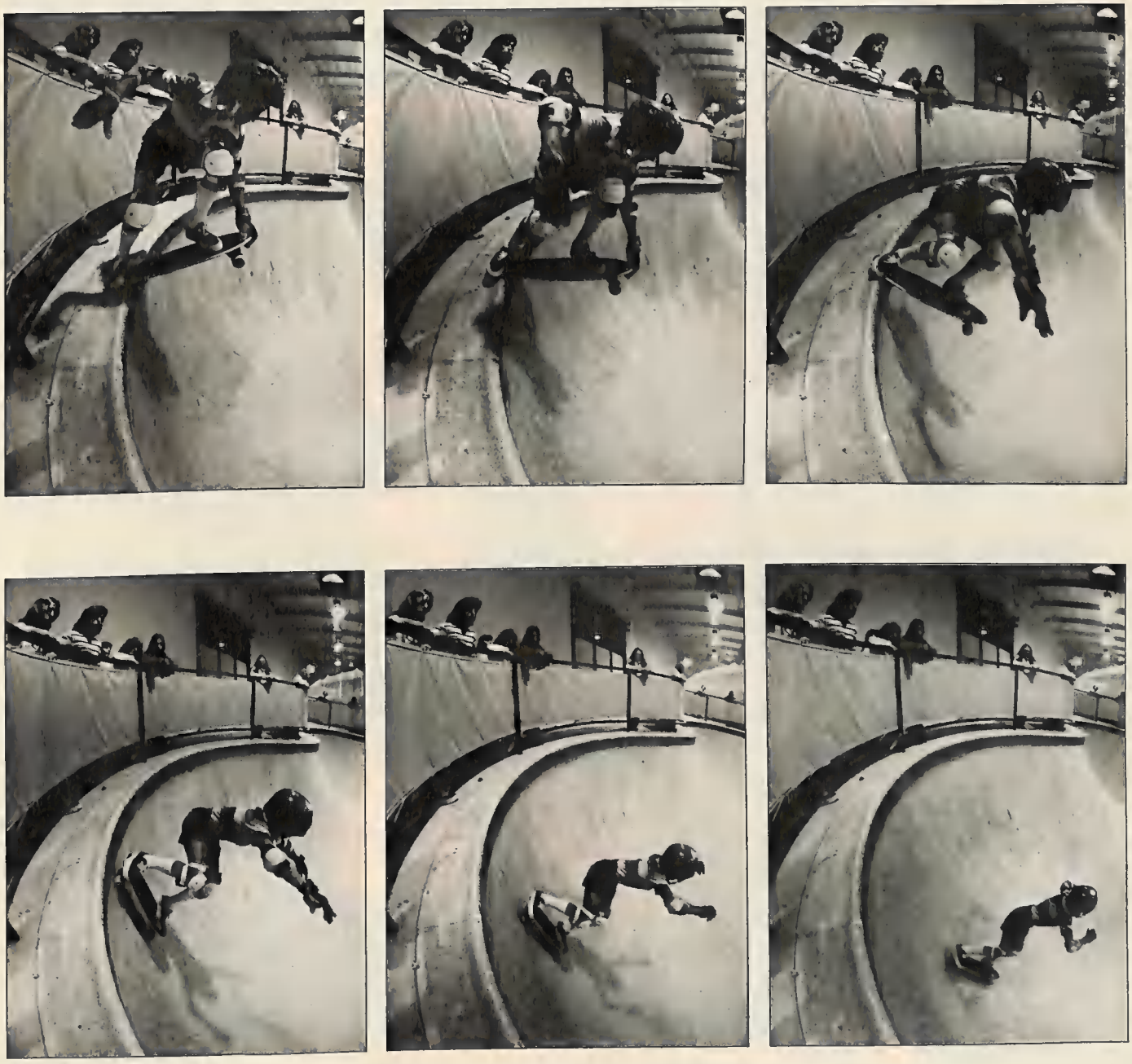

Sequential "Elevator Drop." A size-wise Kevin O'Regen radically gravitates vertical at Mission Viejo's Skateboard Odyssey (California's new indoor park). Sequence: W.B.

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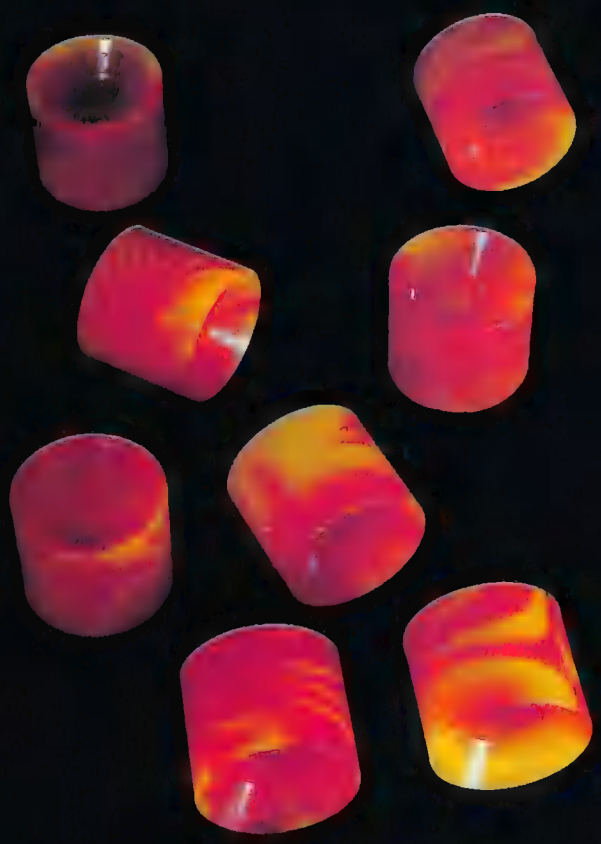

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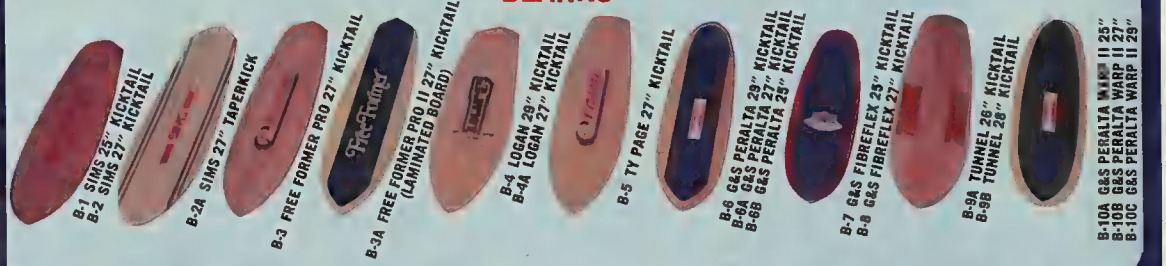

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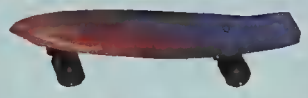
B-6A G&S PERALTA 27" KICKTAIL
B-6B G&S PERALTA 25" KICKTAIL
B-7 G&S FIBREFLEX 25" KICKTAIL
B-8 G&S FIBREFLEX 27" KICKTAIL
B-9A TUNNEL 26" KICKTAIL
B-9B TUNNEL 28" KICKTAIL
B-10A G&S PERALTA WARP II 25"
B-10B G&S PERALTA WARP II 27"
B-10C G&S PERALTA WARP II 29"

FB-1 TY PAGE 27", FREE FORMER FREESTYLE PRO TRUCKS PAGE BLACK GOLD



FB-2A FREE FORMER 24" KICKTAIL

FB-3 SIMS 25", ACS 500 B&S, SIMS COMPS.

FB-4A G&S (PERALTA) 27" OR 29", ACS 651 B&G, TUNNEL ROCK

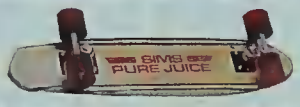
FB-5A FREE FORMER PRO 27", FREE FORMER FREESTYLE PRO TRUCKS, FREE FORMER SKATEPARK PRO

FB-6A LOGAN 29", FULL TRACKER, SIMS COMPS.

FB-7A FREE FORMER PRO II, MID-TRACKER, SIMS COMP II

FB-8 SIMS 27", BENNETT PRO, SIMS COMPS.

FB-9 G&S FIBREFLEX 27", FULL TRACKER, SIMS COMPS.



FB-10A SIMS TAPERKICK 27", BENNETT PRO, SIMS COMP II

FB-11 LOGAN 27", HALF TRACKER, ROAD RIDER #4

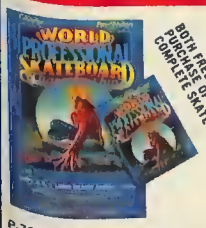
FB-12A TUNNEL 28", MID-TRACKER, TUNNEL ROCK

FB-13 G&S (PERALTA WARP II) 27", ACS 580 B&G, YO-YO PRO.

FB-14 TY PAGE 27", FREE FORMER COMPETITION, TUNNEL ROCK

FB-15 TUNNEL 26" OR 28", ACS 500 B&S, YO-YO PRO.

FREE!



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	W-6	@ 6.45 ea.	
	W-7	@ 6.45 ea.	
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	T-12	@ 9.65 ea.	
	T-20	@ 10.25 ea.	
	T-21	@ 10.45 ea.	
	T-22	@ 10.45 ea.	
	T-30	@ 4.45 ea.	

QTY.	MODEL	PRICE	TOTAL
	T-31	@ 5.25 ea.	
	T-32	@ 7.45 ea.	
	PSP-0	@ 3.75 ea.	
	PSP-1	@ 6.95	
	PSP-2	@ 7.95 pr.	
	PSP-3	@ 4.95 pr.	
	PSP-4	@ 3.75	
	PSP-5	@ 1.60 pr.	
	PSP-6	@ 4.95	
	PSP-7	@ 1.75 30"	
	B-1	@ 17.45	
	B-2	@ 17.95	
	B-2A	@ 32.95	
	B-3	@ 17.45	
	B-3A	@ 21.95	

QTY.	MODEL	PRICE	TOTAL
	B-4	@ 18.45	
	B-4A	@ 17.95	
	B-5	@ 18.95	
	B-6	@ 21.95	
	B-6A	@ 19.95	
	B-6B	@ 18.95	
	B-7	@ 23.95	
	B-8	@ 25.45	
	B-9A	@ 17.45	
	B-9B	@ 17.95	
	B-10A	@ 23.95	
	B-10B	@ 23.95	
	B-10C	@ 25.45	
	FB-1	@ 59.95	
	FB-2A	@ 15.95	

QTY.	MODEL	PRICE	TOTAL
	FB-3	@ 51.95	
	FB-4A	@ 58.95	
	FB-5A	@ 54.95	
	FB-6A	@ 64.95	
	FB-7A	@ 69.95	
	FB-8	@ 59.95	
	FB-9	@ 69.95	
	FB-10A	@ 77.95	
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	FB-13	@ 62.95	
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Postage & Handling.
Skateboards and/or Trucks with wheels $2.75
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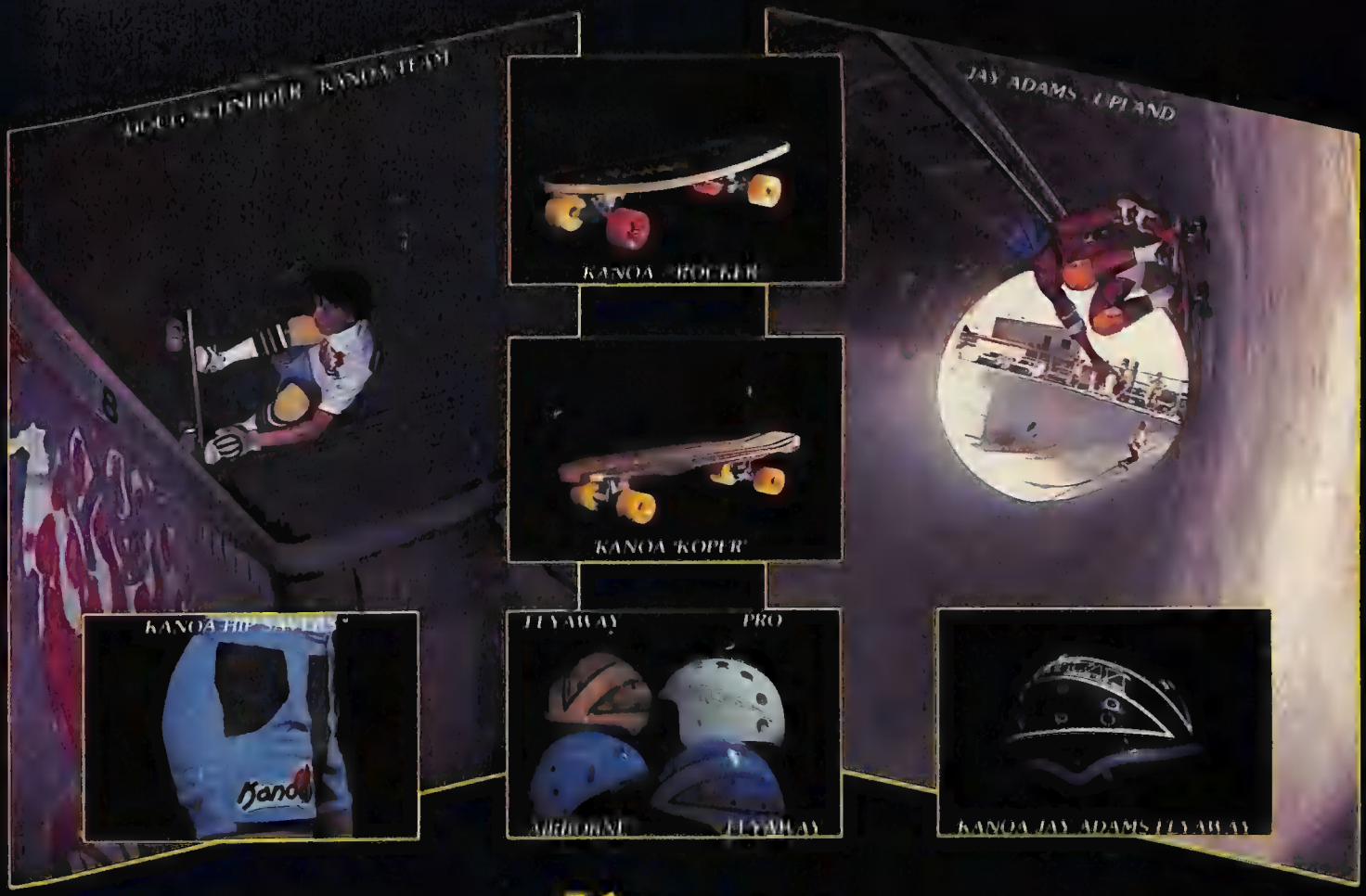

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The Kanoa 'Jay Adams' Flyaway, Airborne, and Kanoa Pro are the first skateboard helmets designed for skateboarders — not hockey players! Lightweight, high impact aircraft fiberglass — smooth, stylish sparcy design for good looks and friction free impact. Inside, a hi-impact density foam, lined with a second sponge foam for comfort, proper fit and protection. Finally a tough, wear proof chin strap. The Flyaway and Airborne are recommended for the full time skateboarder and the Pro for the part time hotdogger.

Strength, weight, design, function are key words to describe the 'new' Kanoa skateboards. Time tested, we use incredibly lightweight South American hardwoods. The Kanoa solid wood skateboards are much lighter than oak, tight grain (no splitting) and attractive in color. Every 'new' Kanoa ply model features tough inner lightweight plys and a more durable outer top and bottom ply specially glued with the most adhesive and expensive marine ply bonding agent. Our attractive uni-directional laminate, 'The Koper,' has outer rail laminates made of tough rosewood, the inner laminates of superlight weight hardwoods (secret) that only indent (not chip) upon severe impact. Using these special hardwoods and templating the new Kanoa wide body designs from 26"-30" long by 7½"-8" wide, Kanoa has to offer strong, weight free functional skateboard designs. Available: Kanoa 9 plys: Sizes 28" and 30", 'Rocker' 8" wide, 'Curt Cortum Park Rider II' 8" wide, 'Doug Schneider OTW' 7½" wide.
Kanoa Solid Woodkicks: 26", 28", 30" long, 'Curt Cortum' Park Rider I, 8" wide, 'Doug Schneider' 'Hyflyte' 7½" wide. Kanoa 'Koper' 28" and 30" long by 8" wide. Every Kanoa Skateboard comes complete with full grip deck and skid plate.

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Z-Flex (Adams), Bennett Pros, Powerflex 5's

Kanoa 'Park Ryder I', Bennett Pros, G&S Wonkers

Gesler, Mid Tracks, Fuyal, 70mm Green's

G&S Team Rider, Midtracks, G&S Wonkers

Z-Wood (Adams), Hat Tracks, Tunnel Rocks

Chapstick, ACS 580, Lip Bomb

Weed Rad, Terrain, ACS '580', Hobie XX

Warp II, Bennett Pros, Krypt 65mm

Powerflex Ply, Lazer Free, Powerflex 5's

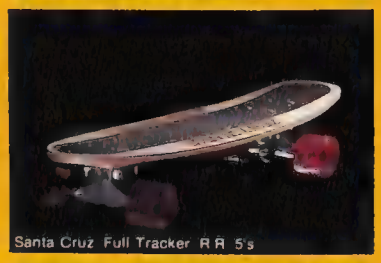
Sims Super ply, Energy VI, Sims Comp II's

Pocket, Bennett Pros, [illegible]

G&S Bowl Rider, Bennett Pros, Yandall Bowl Rolls

Logan Biniak, Mid Tracks, Krypt 65mm

Sims Taper, Bennett Pros, Sims Bowl Ryders


Santa Cruz, Full Tracker, R.R. 5's

Alva, Lazer Free, Krypts 70mm

Quicktail, Bennett Pros, Bones

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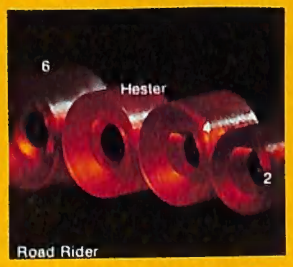

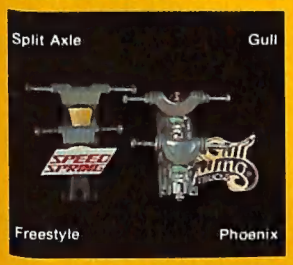

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SKATEBOARD TOP - The price of each top does not include trucks or wheels. Abbreviations (F) Flat, (SK) Single Kick, (DK) Double Kick. Not all skate tops are shown. Refer to manufacturers ads or experience for choosing your equipment.

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- ☐ ACS ☐650 $7.95 ☐500 $5.95 ☐430 $3.50 ☐580 $7.50 (all w/pro base except '430').
- ☐ X-Cal ☐Galaxy $3.95 ☐Pro 6" axle $6.50 ☐Semi Pro $5.95 ☐XL 600 $9.95 ☐XL 700 $10.95.
- ☐ SPEED SPRING ☐Freestyle $6.50 ☐Split axle $8.95.
- ☐ "GULL WING" $13.50 w/support bracket ☐Phoenix $12.50 ☐"Classic" $12.50.
- ☐ CALIF. SLALOM $6.95 (7" axle) ☐Pro $6.95.
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- ☐ LAZER ☐Freestyle $7.95 ☐Slalom $8.95.

WHEELS (price for one wheel). Includes 2 bearings and spacer. 4 needed for a complete skateboard. Wheels w/out bearings deduct $1.50 per wheel.
☐BEARING CHOICE: ☐German GMN ☐Sims German Speed Add 60¢ per wheel ☐Hoover ☐IKS

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- ☐ POWERFLEX ☐#3's $6.00 ☐#5's $7.50 ☐#7's $8.50
- ☐ MAGNUM WHEEL SYSTEM (includes one wheel, tuning fork and hub - fits any truck except Chicago or Sure Grip) $12.50 ☐Bananas (Radial) ☐Blue Streaker ☐Replacement Tire $4.00
- ☐ EMOTION ☐Speed tone $8.00.
- ☐ Z-FLEX WHEEL (available April '77) $10.95.
- ☐ BONES ☐$7.50 ☐60mm ☐64mm.
- ☐ TUNNEL ROCK ☐$6.50.
- ☐ UFO $6.95 ☐lg. bearing $9.95; **☐Hobie** ☐XX $6.95 ☐'360' $6.50 ☐Comp $6.50.
- ☐ KANOA "Doug Schneider" 'Roll-Out' ☐$6.95 w/GMN German bearings (available May '78)
- ☐ BELAIR BOLTS $7.50 ☐Lip Bomb $7.50 ☐Wings $7.50.
- ☐ PANTHER ☐57mm $5.95 ☐65mm $6.95 ☐65mm wide $7.50.

SKATEBOARD SAFETY EQUIPMENT

HELMETS ☐Kanoa Jay Adams ☐Fly Away $27.95 ☐Blue ☐Yel. ☐Black; ☐Kanoa Jay Adams Airborne $23.95; ☐Kanoa Pro $14.95 ☐Blue ☐Red ☐Yel.; ☐Cooper '100' $7.95 ☐'300' $16.95 ☐'600' $22.95; ☐Norcon $11.95 ☐Hobie $12.95; ☐Joffa $13.95; Sizes - Kanoa, Cooper '300', Norcon, Hobie ☐Sm. ☐Med. ☐Large, Cooper '600' and '100', Joffa adjusts to all sizes - send head measurement if in doubt. Colors - ☐Red ☐Yel. ☐Blue. Color substitution possible, make two color choices.

ELBOW PADS ☐Kanoa $7.95 ☐Flairco $5.95 (Fits all sizes) ☐Hobie Pro $8.95 ☐Sanjon $7.95 ☐Rector $11.95 ☐Torsten Hallman $13.95 ☐Santana $12.95 ☐Norcon $8.95 ☐Cooper $8.95. Sizes - Kanoa, Sanjon, Santana, Norcon, Rector ☐Sm. ☐Med. ☐Large; Cooper, Hobie ☐Sm. ☐Med. ☐Large; Torsten ☐XS Ages 5-10 $10.95 ☐Junior 10-15 $12.70 ☐Large $13.95. Send elbow measurement and four favorite colors.

KNEE PADS ☐Kanoa $7.95 ☐Flairco $5.95 ☐Hobie $8.95 ☐Torsten Hallman $14.50; ☐Santana $13.95 ☐Norcon $11.95 ☐Sanjon $7.95 ☐Rector $13.95; Sizes - Kanoa Santana, Norcon, Sanjon, Rector ☐Sm ☐Med ☐Large; Flairco, Hobie ☐XS ☐Sm ☐Med ☐Large; Torsten Hallman Junior ages 5-15 $13.95 ☐Adult - Send knee measurement for proper fit.

GLOVES ☐Rector $17.50 ☐Hobie $14.95 ☐Eagles $12.95; ☐ET Power Gloves ☐(1) $16.95 ☐(2) $16.95 ☐(3) $23.50; ☐Z-Flex $16.95; ☐Kip ☐Pups $10.95 ☐Freestyle $17.50 ☐Husky $18.95; SEND HAND DIAGRAM OR LENGTH OF INDEX FINGER FOR PROPER SIZE FIT.

WRIST GUARDS ☐Kanoa $15.95 ☐Hobie $24.95 ☐Sanjon $15.95 ☐XS ☐Sm. ☐Med. ☐Large Measure wrist area for proper fitting.

SKATE SHOES ☐Makaha Radials $23.95 ☐Blue ☐Green. Send foot diagram.

SKATE PANTS ☐Kanoa Hip Savers Two Tone Cords $18.95 ☐Rector Two-Tone with removable pads $28.95 ☐Blue ☐Browns ☐Other Color. Sizes 26.36. Send waist measurement.

SKATEBOARD ACCESSORIES

☐Books ☐Calif. Skatepark Guide $3.95 ☐Handbook of Tricks $3.50 ☐Skateboarder Mag. Poster Book $2.50 ☐Current issues of ☐Skateboarder $1.50 ☐Skateboard World $1.25 ☐Wild World of Skate Boarding $1.25

☐Posters ☐Off the Wall ☐Weed-Baldy Pipe 'Tunnel' ☐4 Hot Shots from Skateboarder $5.95

Decals 50¢ Unless Otherwise Marked (includes mailing) ☐Road Rider ☐Sims ☐Hobie (weed) ☐Hobie ☐Fibreflex ☐Logan ☐Z-Flex ☐Tracker ☐Rad Pads ☐Bahne ☐Surfer ☐Surfing ☐Power Paw ☐Speed Spring ☐Skateboard Mag. $1.00 ☐Gull Wing $1.00 ☐Bennett Hijacker ☐Aligator™ ☐Quicksilver ☐Road Rider Park Rider ☐OJ Wheels ☐Kanoa Skateboard ☐Kanoa Surf ☐Bones ☐Tunnel ☐Powerflex ☐ACS ☐Lemon Juice ☐Alva $1.00 ☐UFO 75¢ ☐Rockit ☐Yo-Yo ☐Wonker ☐Warp II ☐Phoenix $1.00 ☐Lazer ☐Caster ☐5 Ply Santa Cruz

☐G & S Skateviewer $7.00 (Handheld manual viewer) ☐Skateviewer Cartridges $7.95 ☐Freestyle I ☐Freestyle II ☐Skatepark & Slalom; ☐No Hang $9.95 pr. (Cheaters); ☐Z-Flex Nose Bumber $6.95

☐Bearings ☐German or ☐Sims German $1.25 ☐Hoover $1.00; **☐Cushions** ☐Tracker (4) $1.95 ☐Bennett Reds (4) $2.00 ☐ACS (4) $1.50 ☐Gull (4) $1.95 ☐Lazer (4) $1.50; **☐Pivot Cushion** $1.00 (2) ☐ACS ☐Tracker ☐Bennett ☐Gull ☐Lazer; **☐Axles** ☐Bennett hi $2.00 ☐Pro $2.50 ☐Ad Trak $3.00; **Aircraft Locknuts** 5/16" ☐Standard (4) $1.00 ☐Bennett (4) $1.60 **☐Mounting Hardware** Truss Head, 8 Aircraft Lock Nuts & 8 Screws $1.50/Screw size ☐1" ☐1¼" ☐1½" ☐1¾" ☐2"; **☐Base Plates** ☐Bennett $2.50 ☐Metal for Bennett's $2.50 ☐ACS Probase $2.50 ☐Gull $4.80; **☐King Pins** $1.50 type truck; **☐Skid Plates** ☐Seabreeze type $1.50 ☐'360' $1.50 ☐Power Pivot $2.95; **☐Grip Tape;** ☐Kanoa 7½" wide $1.95 ☐26" ☐28" ☐30"; ☐strips by width and 1 ft. long ☐1" 20¢ ☐2" 40¢ ☐3" 60¢ ☐4" 80¢ ☐6" $1.00 ☐8" $1.20, ☐Sand Grip Deck Kit (toe hold) $2.95; **☐Axle Extenders** (4) $4.95 ☐5/16" precision; **☐Wrenches** 4-way $1.95 ☐T-Wrench $1.50; **☐Kicktail Spoiler** 99¢; **☐Protective 3" Bumber** (4) $1.30; **☐Riser Pads,** urethane ☐¼" 75¢ ☐½" $1.00; ☐Tracker Space Blocks ☐¼" 80¢ ☐½" $1.00 **Rad Pads** $4.50 ☐System #1Soft ☐#2 Hard or Slalom ☐#3 Freestyle ☐¼" ☐½" ☐CellBlock ¼ 2-75¢; **☐Headbands** ☐Skateboarder and ☐G & S $1.00 ☐Z-Flex $4.95; **☐Sky Hooks** Pr. $5.95; **☐Precision Bearing tool remover** $1.95 **☐Bearing Fluid w/Tri-flon** - (special lube for precision bearings ☐Liquid 99¢ ☐Aerosol $2.95.

☐MEN'S AND BOYS SCREENED HIGH QUALITY T-SHIRTS. SHORT SLEEVE (S/S): Boy's $5.00, Men's $6.50. LONG SLEEVE (L/S) Men's only $7.95. Sizes (B) After each design indicates boy's size available, allow ½ size shrinkage. No long sleeve in boy's sizes. Sizes ☐Boy's ☐Sm. (6-8), ☐Med. (10-12), ☐Large (14-16), ☐XL (18); ☐Mens ☐Sm. (34-36), ☐Med. (38-40), ☐Lg. (42-44) ☐XL (46). **Colors:** (Substitutions possible, choose three colors) ☐Blue, ☐Yellow, ☐Red, ☐Tan.

	S/S	L/S
Z-Flex		
Kanoa Surf		
Logan (B)		
Sims (B)		
Tracker		
Fibreflex (B)		
Roadrider (B)		
Skateboarder Magazine		
Skateboarder Magazine - (Stripes)		
Peralta Warp II (B)		
Yo-Yo (B)		
ALVA		

☐G & S Comp. Jersey's $12.95 ☐Indicate size, comes in boy's or men's, no size 18 boys.

MAILING PROCEDURE: Send Money Order (Personal Check requires one week delay) to: Kanoa Surf, 702 Deep Valley Dr., Rolling Hills Est., Calif. 90274. Allow 2-3 weeks delivery. Shipping and handling costs:

		USA	CANADA	INTERNATIONAL
Complete skateboard and/or	Surface	$3.00	$8.00	$14.00
2 trucks w/wheels	Air	$6.00	$8.00	$22.00
4 wheels or 2 trucks,	Surface	$2.00	$4.00	$ 5.00
or skateboard top	Air	$3.00	$8.00	$12.00
Safety equipment	Surface	$2.00	$4.00	$ 6.00
Helmets, Pads, Shoes, Etc.	Air	$3.00	$5.00	$ 8.00
T-Shirts, Accessories,	Surface	$1.00	$1.50	$ 2.50
Posters, Bearings	Air	$1.50	$2.50	$ 3.50

Enclosed is $_____ plus mailing costs $_____ 6% Calif. Tax $_____

$1.00 Optional Mailing Insurance $_____ TOTAL _____

Name _____

Address _____

City _____ State _____ Zip _____

Charge It: ☐Master Charge ☐Visa (Bankamericard) ☐C.O.D.

Card Holder # _____ Expiration Date _____

Signature _____

Items wanted: _____

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Hot-poured "Super-Bounce" urethane is one reason these new wheels are hot. A quiet and smooth ride is another. The reason you'll think these wheels are hot is the way you will feel when you roll faster than ever, with the control that features like rolled inside and outside edges, stiff flex, and a precision machined back face can give. These wheels won't wearout or chip like erasers and will perform better than anything you've ever ridden. Try them and you'll have to agree.

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5¼" AXLE

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TY PAGE "Mr. Incredible"

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4" HANGER
7" AXLE

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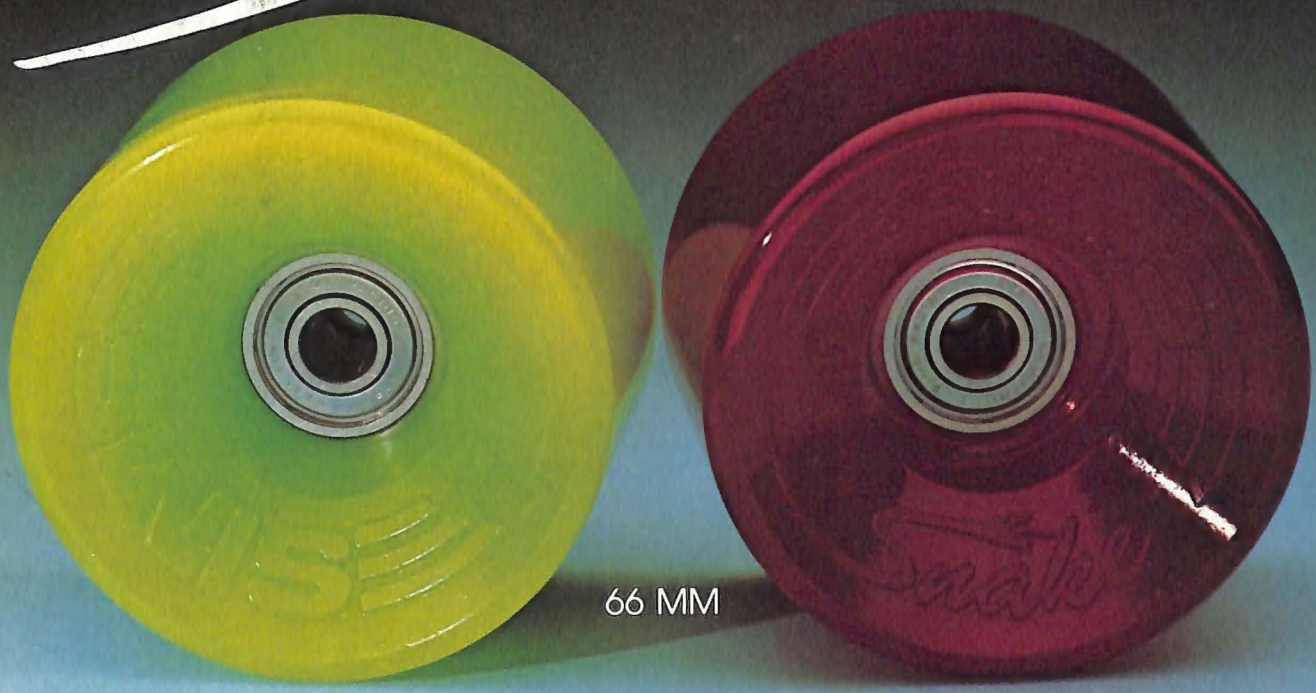

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